

# Ramona Village Plan Final Initial Project Study Report





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Final Initial Project Study Report



Prepared for the Ramona Village Design Committee

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The County of San Diego  
Department of Planning and Land Use

By  
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San Diego, CA

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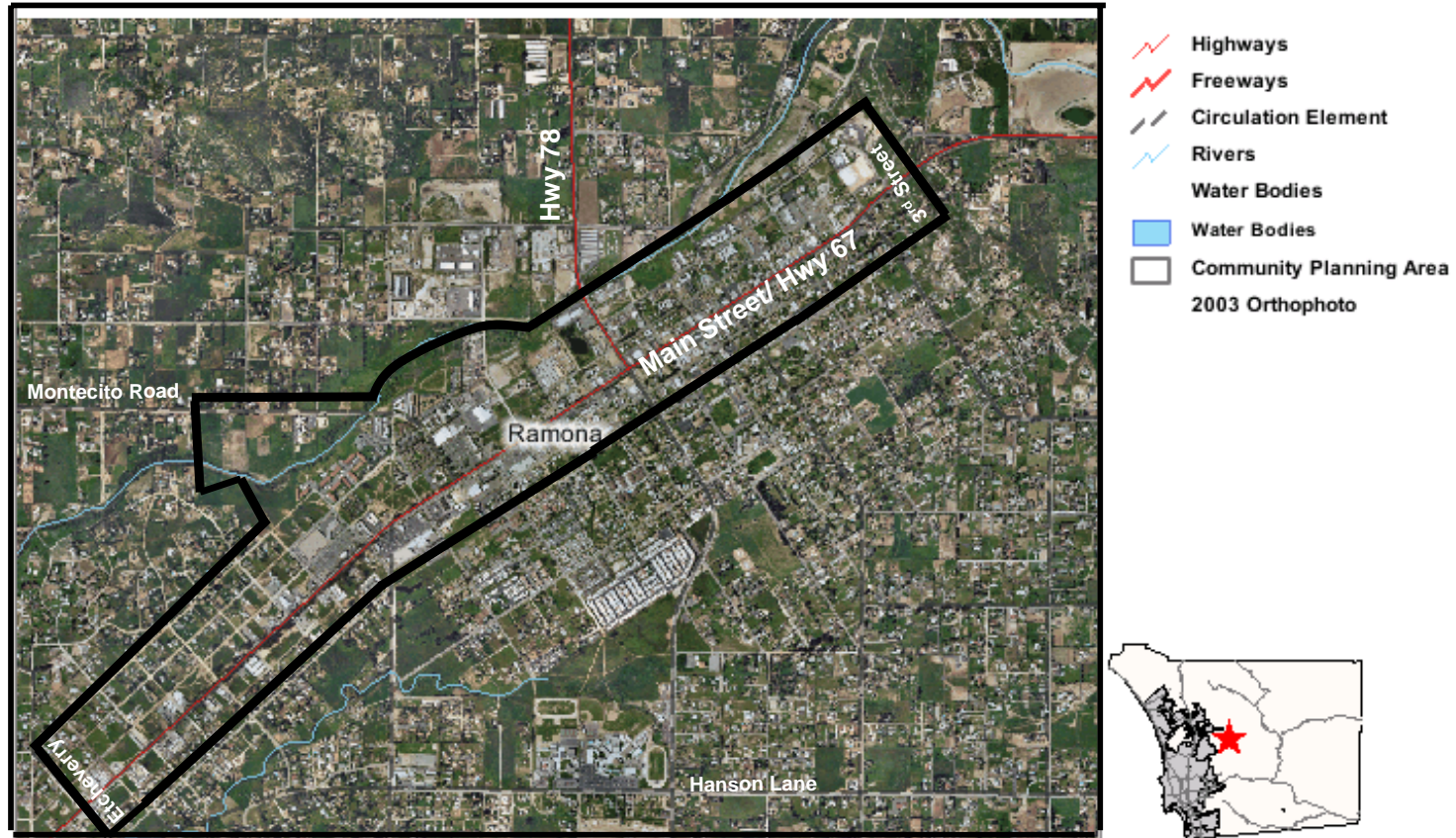
## EXECUTIVE SUMMARY

The Ramona Village Plan Initial Project Study is not a plan. It is, however, the next stage in the planning process building toward a special area plan for the central core of Ramona. The study examined a set of projects and other plan components and identified specific "tasks" that would be performed in the next phase. A complete list of these tasks is included below.

In order to arrive at these tasks; the Initial Project Study process included a series of public meetings and workshops wherein a variety of approaches to each item was discussed. At the conclusion of the process the Ramona Village Design Committee, the staff of the San Diego County Department of Planning and Land Use, other meeting attendees, and the consultant team, agreed that certain specific conclusions were to be drawn from the process, and these conclusions form the framework for the tasks.

In essence, it was clear that Ramona is blessed with an active and vocal citizenry that cherishes Ramona and is protective of the character and lifestyle they enjoy. The participants made it clear that they understand that changes to Ramona are largely unavoidable, but that the problems associated with change can be avoided, or mitigated by means of planning. The goal is to create a special area plan that guides available resources toward actions that anticipate problems, while preserving Ramona's most valued qualities. Therefore, the study took great pains to identify the character of Ramona, and the assets that most clearly define what "Ramona" means to those who live and work here. By achieving consensus regarding these qualities among the study participants, a common language - a common set of fundamental virtues - was established. Once this was attained, this provided guidance to the analysis of each item listed below as each was assessed against these virtues. As a result, the tasks below are designed to guarantee that each item is addressed with respect to their impact on these fundamental virtues. This should assure that the special area plan that is eventually created would be consistent with the hopes and desires of Ramona, because it is derived from the core community values identified in this Initial Project Study.

# RAMONA VILLAGE STUDY AREA





## I. INTRODUCTION

### THE RAMONA VILLAGE PLAN FINAL INITIAL PROJECT STUDY REPORT

This is the Ramona Village Plan Final Initial Project Study Report; a preliminary study of a number of planning and capital improvement projects in the unincorporated community of Ramona, and a general outline of a zoning plan for the area. The study will serve as a precursor to the development and implementation of a special area plan for Ramona's center. The study is designed to give the community, County staff and decision-makers, such as the Board of Supervisors sufficient guidance to move forward in the development of the Comprehensive Zoning and Design Plan. The purpose of this study is to refine the vision that has arisen from previous community discussion and recent efforts such as six workshops convened by the Village Design Committee that reviewed all previous studies and set the foundation for this Final Initial Project Study Report. This effort is designed to enhance broader planning efforts, including the General Plan 2020 planning process, and is intended to build toward the creation, adoption and implementation of a comprehensive planning document for the Ramona Village study area.

This study analyzes three distinct sectors along the Main Street Corridor and the general feasibility of a series of projects that were generated in the Design Workshops conducted in 2003, 2004 and 2005. In 2004 the County of San Diego engaged Ramona in the initial steps in a program to amend the San Diego County General Plan for this area. The first phase of this process was a series of workshops designed to identify trends in Ramona, and to amass a list of priority projects to address the impacts of these trends. This Final Initial Project Study Report is the second phase of the "refining process". This study assesses the results of the earlier studies to help determine what the next logical steps should be. The next actions are anticipated to begin in late 2006, and will undertake the tasks identified in this study.

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### WHERE WE'VE BEEN AND WHERE WE'RE GOING

This study is the latest phase in a series of analyses, each more specific and each building on the last, and all part of a process of considered and efficient steps to protect and invigorate the heart of Ramona.

The Ramona Town Center (or "Village") planning process has been a community-based effort to comprehensively plan the way that Ramona's core will look and feel, and the amenities and services that will likely be provided there over the next twenty years. This effort began as a result of the Ramona Village Design Workshops held in the summer of 2003.

At these widely attended workshops, participants voted to follow Fallbrook's success and seek funds for the development of a tailored town center zoning plan and related design standards. The creation of custom zones and a true comprehensive plan for this area would give the community greater control to define and protect the appearance, uses, functionality and overall character of Ramona's town center as the "heart" of the community.

**How this is separate from the planning efforts typically reviewed solely by the Ramona Community Planning Group:**

The Town Center planning effort emerged from broad-based community workshops that were attended by over 100 stakeholders and representatives from organizations throughout the community. Issues discussed ranged from the design of businesses and housing, to the form of circulation and recreation networks. Many of the ideas formulated build upon existing planning efforts such as the Ramona Road Master Plan, General Plan 2020, and other community projects included on the broader community wish list.

Consistent with many design efforts around the nation and locally (i.e., Fallbrook), this effort was seen as significant and far-reaching enough to warrant a unique forum separate from the Planning Group meetings in order to create a more technical set of recommendations based on the general concepts agreed upon previously. Planning Group members have been invited to participate and many have been an active part of the earlier design and housing workshop processes. The Planning Group will formally review and are invited to comment on the project as it develops.

Ramona has also benefited from the 1989 Ramona Design Guidelines report prepared by the community with architect Gerry Gast that highlighted the best of Ramona architecture and

### 1989 RAMONA DESIGN GUIDELINES

The 1989 Report included a set of state-of-the-art design guidelines illustrated with many very detailed drawings of Ramona landmarks. The Guidelines have been instrumental in helping Ramona address considerable growth. The Ramona Design Review Board is updating these guidelines concurrently with the development of this report.. The intent is to transform the revised guidelines into binding standards.



### 2003 RAMONA TOWN CENTER COMMUNITY DESIGN WORKSHOP REPORT

This report identified the key planning issues derived through a public input process. The Ramona Village Plan Final Initial Project Study Report focuses on the issues that initially emerged through the town center workshop process.

See page 12 for the poster from the community workshops.



celebrated the low-profile town center. This document is being updated and will be a key component in implementing a future plan for the Village. The Ramona Community Plan, included a more broad-based approach that includes zoning guidelines and envisioned a downtown that was historic and pedestrian oriented.

Current updates of these documents provides a setting for broader planning efforts such as the work described in this report. The Ramona Town Center Community Design Workshop Study created in 2004, though not a regulatory document, boiled down a wide range of issues and ideas to a set of physical changes and desired projects that were deemed by the citizenry to be worthy of further review in a wider context.

**All of this good effort has created the foundation for this Report.**

Further propelling the need for this report is the overall San Diego County General Plan GP2020 undertaking. This report suggests approaches and strategies that perform dual purposes – they serve the immediate and foreseeable planning and design needs of Ramona, and they help carry forward the Ramona component of the GP 2020 effort.

**How this relates to General Plan 2020:**

The broader community has provided input on a myriad of planning issues at the community design workshops of 2003-2004 and subsequent workshops in 2004-2005. The particular issues discussed by the community include: the type and location of the housing opportunities that will be provided to meet the community's stated goals (senior and entry level housing), circulation and traffic management concepts, and architectural and site design preferences. These and other central recommendations have been refined in this Study and will be provided for further community review as the foundation of future plans for Ramona's town center. Much of this information will ultimately be folded into components of long-term regulatory documents such as the GP2020 land use map, Circulation Element and the Ramona Community Plan, design standards, as well as a tailored zoning plan for the town center area.

**The next steps in this process:**

The community has set the framework for the comprehensive special area Plan through this Final Initial Project Study Report. The Ramona Design Review Board will recommend updates to the Design Standards to the Ramona Village Design Committee. Another committee of the workshop participants may be formed to work on the details of the zoning ordinance.



## PROFILE OF RAMONA

Located approximately 1,500 feet above sea level, and approximately 35 miles from the ocean, Ramona, California experiences four distinct seasons. Ramonans are accustomed to preparing for the change of seasons, now they prepare for a change in the population and overall level of activity in Ramona. It is within this embedded tradition of pragmatism that the Ramona Village Design Committee has prepared this Final Initial Project Study Report. Ramonans anticipate population growth in twenty years and, with prudent planning, they want to preserve the rural lifestyle that they live today and cherish so dearly. Ramona knows that the prudent response to these inevitabilities is to prepare, to redirect these energies by means of a plan that assures that growth occurs sensitively, respectfully and with due deference to Ramona's most compelling and cherished characteristics.

## TRANSFORMATION

Ramona has been an established settlement for over 100 years. The town has always been in transition. Where once it was a rural center remote from the central city and secluded by topography and distance, now it is experiencing transformation into one of many attractive choices for commuters and businesses from throughout the region. Though this conversion is inevitable, it need not be awkward or disruptive. Ramonans are independent and they clearly treasure the solitude of their lives in this placid and picturesque valley. They have made it apparent that their equestrian and ranching pursuits, and the modest low-profile building form that accompanies them, are important components of a shared community identity.

Ramonans have within their village boundaries the basic ingredients for a complete and fulfilling way of life. Main Street enjoys nearly no vacancies, and features an intriguing variety of retail, restaurant and service choices including feed stores, drug stores, a wine-tasting restaurant and a merchant that specializes in imported African Art. The village teems with activity and bears the promise of a sound economic future. There is a tangible common bond in Ramona.

Physical change and population growth is inevitable, however, with progressive planning, it is still possible to retain the vital characteristics of Ramona that anchor it in the minds of the region and the hearts of its citizens.



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## COMMUNITY CHARACTER

Perhaps one of the most delicate undertakings in land use planning is to attempt to quantify a community's "character". This is naturally complicated because the character of a community is complex, frequently much more than just an acknowledgement of its simple physical attributes. It is often a function of how its land uses are distributed, how the community relates to its setting, and the image it carries in the community's collective mindset.

Ramonans treasure their view to the evening stars, that are evident in the night sky in quantities and brilliance not attainable in more urbanized settings. It is for this reason that issues regarding intrusions, including excessive lighting for security, commercial signs and streets that would interfere with the County's "Dark Skies" policy, are important.



As best as can be determined from workshops, articles, conversations, interviews and empirical observation the community character of Ramona is defined by several key characteristics that are described in the following pages.

Accompanying each attribute is a photograph. The reader is urged to study each photograph, like the outstanding mailbox above, and enjoy the rich and vivid textures and personalities that are displayed throughout Ramona.



- **The Valley Floor**

Ramona lies on a relatively level valley floor surrounded by an impressive array of foothills and mountains. These elements frame the landscape and serve as a significant defining boundary for the village. The hills provide literal reinforcement for the image of Ramona as a distinct community, and this helps strengthen Ramonans' desire to remain as independent as they can. This also makes it clear that the design and development standards for Ramona must be as unique and exceptional as the community.

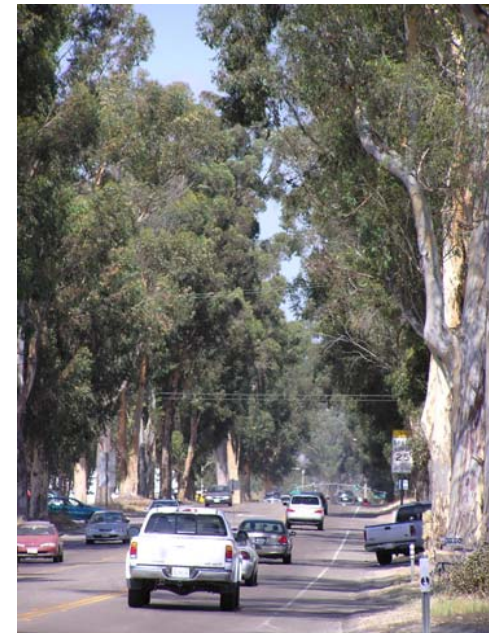
The valley location can have a humbling effect on its inhabitants. Nothing man made can rival the surrounding mountains for their majesty and scale. However, these same mountains provide wonderful backdrops for periodic elements that pierce the sky. Steeples, bell towers, tall trees and windmills appear as if on a stage with the Cuyamacas as the backdrop.

Design standards should take into consideration the impact of man made elements on panoramic views to the mountains or across broad prairies.

- **The Historic Colonnade**

Entering Ramona from the west, a row of imposing Eucalyptus trees line both sides of the highway; a majestic display that gives Ramona regional renown and serves as a gateway portal into the Village. Design standards for the streetscape must take these trees into account by preserving them if possible and by under-planting replacement trees to assure that a canopy of vegetation is maintained along this route into perpetuity.

What is evident from the photo on the left is the sheer scale of the Colonnade when compared to the motorized vehicles that pass among its members every day. The Colonnade is both a treasury of living mass, as well as a legacy from Ramonans long passed to Ramonans today. The Colonnade anchors the community and provides a common experience and a source of conversation and shared experience among Ramonans that helps tie them together.



- **Livestock**

Ramona is a center for equestrian and animal husbandry activities, both for business and for pleasure. Ramona has active and popular chapters of the 4-H Club and Future Farmers of America. Horse and cattle, and even emu ranches dot the landscape around Ramona and feed and tack suppliers operate a number of businesses in the town center. Similarly, the roadways of Ramona often see large number of trucks and trailers transporting horses, hay, and other feed. Ranches and home sites throughout the countryside feature post and rail fences as well as barbed wire and weathered wooden post that are relics of more than a century of ranch history. This adds an authentic and functioning “ranch” character to Ramona that is worthy of preservation. Design standards and land use plans should include material and design elements that pay respect to this heritage and also accommodate trucks picking up hay at feed stores as well as trails for horses.



It is a certainty that the presence of these ranch animals throughout Ramona adds significantly to Ramona’s character and allure. Land use regulations should be careful to serve to encourage ranch operations and the boarding of horses.

- **Water**

Although part of a semi-arid climate, Ramona has natural seasonal waters in several forms including streams, ponds, vernal pools and the wetlands and grasslands that accompany them. Because many of these elements have to remain protected, Ramona has an opportunity to “build around” these features, using them as natural assets that add visual interest and biological enhancement to the community. Some of these components also present opportunities, even when dry, for pathways and trails that unite the community particularly along the communities’ most prominent watercourse, the Santa Maria Creek. Design standards and land use plans for Ramona should be sensitive to these waters and try to protect and enhance them. Significant components of Santa Maria Creek exist within the study area, and should be a focus of the plan.





- **Historic Architecture**

Ramona has been a functioning village for over one hundred years and it has ample buildings that represent a century of architecture. The old Grange Hall, the Town Hall and adjacent commercial buildings join blocks of modest cottages and homes in the Village Town Center that exhibit historic charm and grace. The details, bulk, scale and building form of these constructions can give great guidance for the formulation of design standards that look and feel like Ramona.

In a region where too many newer communities seem to mimic each other, Ramona is set apart by its intriguing mix of old and new. Some of the near-downtown cottage neighborhoods appear to have sprung from a Norman Rockwell drawing. Nestled among robust shade trees,



these bungalowed enclaves feature rustic clap board siding and delicate, generous porches. On B Street, for instance, it is not hard to imagine the Ramona of 1800's, with muffled horse hooves tramping dusty lanes, pulling rattling buckboards, richly painted carriages and busy wagons - all on display for giggling packs of children running through the yards in overalls and bare feet.

- **Low Profile Buildings**

Most of Ramona's residential buildings are single-story, many of them are low-profile bungalows and ranch houses. Though there are exceptions, most of the larger commercial buildings on Main Street are one story, though the historic Town Hall and adjacent bank building rise to heights equivalent to two stories. Design standards should account for this dominant building style that helps form the architectural "vernacular" of Ramona. In-fill development should be designed in character with this predominant height characteristic.

- **A Four-Season Climate**

Ramona experiences chilly winters with periodic frost and significantly hot summers. Therefore, design standards and landscape schemes should account for the need for shade and an understanding that some outdoor uses are seasonal and cannot be assured year-round operation.

- **Authenticity**

Ramona was founded, and remains in place, as a vital part of life in the valley. It has its charm and allure, but it does not depend on allure as a tourist attraction to survive. In many ways this is a source of comfort for Ramona because it is not subject to the whims and fancies of the vacationer, the relative personality of the weather, or a regional perception of its worth and magnetism. Though Ramona is a part of a regional economy,



and will largely rise and fall with the wealth and vitality of the region, it has an innate, genuine, and serious function as a service center for the valley. This provides Ramona with a stable foundation that moderates the economic highs and lows of communities more dependent upon tourist trade. As a matter of design it then becomes necessary to be certain that commerce in service to the residents of the valley takes precedence over designs that assist sightseers at the expense of day-to-day and year-round functionality. This “authentic” nature of Ramona is reflected in existing architecture and building layouts, and should be used as a guide for the formulation of design standards.



## II. PROJECT ANALYSIS

The following analysis was conducted to address larger scale projects that are specific to one of each of the three study subareas as well as the entire study area. Projects exclusive to one of the three specific subareas – Village Town Center, Paseo, Gateway - are analyzed in the following chapters. Overall study area projects are analyzed on page 33 after these individual areas are profiled.

### VILLAGE TOWN CENTER PROJECTS

- DESCRIPTION  
THE VILLAGE TOWN CENTER

#### 1.1 VILLAGE TOWN CENTER STREETScape

##### General Overview

The Village Town Center is a clearly defined and largely developed district of mostly commercial uses within Ramona's largest assemblage of historic commercial buildings. For purposes of this study the Village Town Center is roughly defined as the Village corridor along Main Street from 3<sup>rd</sup> Street to 10<sup>th</sup> Street; with Santa Maria Creek on the northwest. It is sometimes referred to as "Old Town."

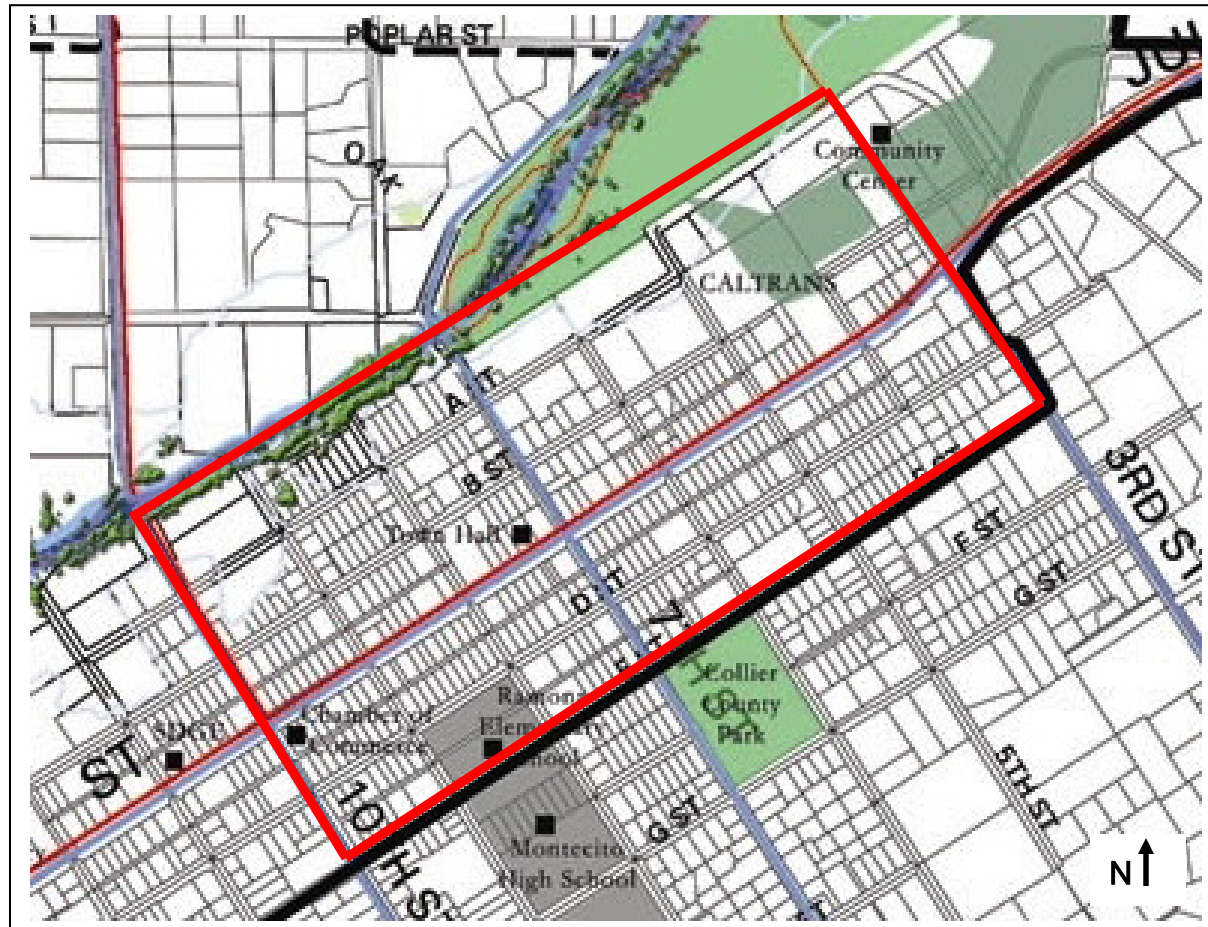
##### Configuration of Main Street

Main Street in the Village Town Center is between four and five travel lanes with one lane on each side devoted to parallel parking and, periodically, center left turn lanes.





VILLAGE TOWN CENTER BOUNDARY – 3<sup>rd</sup> Street to 10<sup>th</sup> Street



#### Land Use and Building Placement

In the core of the Village Town Center most of the buildings are primarily non-residential, though the area is flanked on both sides by significant residential neighborhoods. Many commercial buildings in the core along Main Street are positioned close to the street with sidewalks contiguous to the street. The flanking residential areas consist of a mix of single-family and multiple-family dwellings, most set back from the street by lawns. Many of the homes have picket fences.

#### Views and Vistas

The buildings and street trees dominate the views in the Village Town Center. There are some vistas in either direction toward the hillsides.

- PROPOSED APPROACH - THE VILLAGE TOWN CENTER

#### Proposed Pedestrian Design Emphasis

Pedestrian improvements within the Village Town Center should de-emphasize the dominance of the vehicle, and reinforce the primacy of the pedestrian, even if it may have the net effect of slowing traffic movement through the Village Town Center. Sidewalks should be contiguous with the street to aid access to and from vehicles parked at curbside. The sidewalks should be sufficiently wide to allow for adequate pedestrian movement and allow for street lamps, trees, etc. There appears to be excess lane width that could be narrowed and the land devoted to wider sidewalks within the existing right-of-way. It is worth further study to determine if travel lanes need not be eliminated in many instances to widen the sidewalks.

Curb cuts should be eliminated, or severely minimized to allow the continuity of the flow of the sidewalk to be retained or reinforced. Where possible, sidewalks should be widened. Periodically some on-street parallel parking may be eliminated to allow for wider pedestrian circulation areas. Further study might identify alternative areas near the Village Town Center core where replacement parking spaces could be installed. Though parking is not an issue today, as the population of Ramona grows, the need for parking will undoubtedly increase. However, it should be noted that one single parallel parking stall takes up enough room for two or three sidewalk café tables and chairs. The "cost" of retaining curbside all of the existing parking in the town center, therefore, is borne at the pedestrian level in a diminution of the amount of precious right-of-way that can be devoted to widened sidewalks. In the overall scheme, every time a single curbside parking stall is deleted, it adds a ten foot wide, twenty-five foot long parcel of land for sidewalk use. The greenway along Santa Maria Creek also provides an opportunity for

pedestrian ingress and egress to the Village Town Center. In addition, the greenway provides opportunities for connection to the Paseo and Gateway subareas by means of bikeways and equestrian trails that could connect to all of Ramona.

#### Proposed Lighting and Sign Emphasis

Streetlight fixtures should be respectfully low-key and subservient to the buildings and identical in design to streetlights in the Paseo and Gateway. It is expected that pedestrians within the Village Town Center might be more likely to be engaged in a multiple-destination shopping experience, and that parking lots next to each business are not expected or necessary, as long as on-street parking and consolidated surface lots behind the buildings are supplied. Pedestrians might attempt mid-block crossings, and given the width of Main Street, this could be a safety concern. It is therefore suggested that periodic signalized mid-block crossings be studied. It may be valuable to use slightly raised pavements and/or unique pavers in the pedestrian crossings at the mid-block, and at the intersections, in order to encourage traffic to retain the posted speed limit. Frequent and low-lumen pedestrian-level lighting should be installed between streetlights to enhance sidewalk safety and highlight merchandise displays and outdoor cafes. Throughout Ramona, Main Street is a State Highway and certain streetscape improvements would have to be reviewed by CalTrans. In any event, it is essential that all lighting, be it for signs, security, or streets, be the minimum necessary and give due deference to minimizing "light pollution" that effects the purity of the night sky and obscures viewing of stars after dark.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

#### ***TASK: VILLAGE TOWN CENTER STREETScape 1***

*Study the availability of excess right-of-way to determine if there is a possibility to eliminate some travel lane width and devote it to sidewalk use. Review the elimination of some on-street parallel parking to assess what the sidewalk would gain from such an elimination, and take into account the impact of the eliminated parking on business vitality.*

#### ***TASK: VILLAGE TOWN CENTER STREETScape 2***

*Study the best enhancements for surface-level pedestrian crossings at the intersections, and mid-block (if warranted).*

### ***TASK: VILLAGE TOWN CENTER STREETScape 3***

*Through design standards or other ordinances, ensure that all lighting, be it for signs, security, or streets, is to be the minimum necessary and will give due deference to minimizing "light pollution" that effects the purity of the night sky and obscures viewing of stars after dark.*

## **1.2 TOWN HALL**

- **DESCRIPTION**

The Town Hall is arguably the most prominent historic building in Ramona. It remains vacant due to a previous fire and the matter of structural improvements that are necessary to make the building suitable for occupancy. In addition there remains a series of administrative complexities that have to be navigated to attain restoration.

- **GOAL DERIVED FROM PUBLIC INPUT**

Ramona wants to identify funds that would allow the building to be returned to use.



This handsome historic Victorian building is an important symbol for Ramona and appears worthy of attention, retention, and reanimation as a part of Ramona.

- **ANALYSIS**

This is a small building in raw terms, but it is a building with importance outsized to it's square footage. The Town Hall serves as a symbol for the village and it is an important anchor on this rare intact Village Town Center commercial block. As Ramona's economy continues to expand, and if the Town Hall building has basic structural integrity, patience with this community asset may be rewarded. Ideally, the Town Hall would serve a public use. Once if it has been determined that the building is a candidate for



re-use, an analysis of the facility needs of governmental and other agencies in the vicinity of Ramona might be undertaken in order to identify a potential public user for the building.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: TOWN HALL 1***

*Clarify the administrative constraints to re-use.*

***TASK: TOWN HALL 2***

*If the building has reasonable potential for restoration, survey facility needs of local governments and agencies that could provide funding sources and tenants.*

### 1.3 MINI-BYPASS

- DESCRIPTION

Using the pairings of B Street and D Street as one-way pairings to draw non-local traffic off of Main Street in the Village Town Center area.

- GOAL DERIVED FROM PUBLIC INPUT

Study the Mini-Bypass concept in order to reduce traffic on Main Street.

- ANALYSIS

The Mini-Bypass would use narrow streets with rights-of-way with varying widths. Some of these existing roads feature narrow pavements and sporadic segments of unconnected sidewalks. Some blocks house a high percentage of detached single-family homes and apartment residences. As they exist, such streets are not appropriate candidates for rush hour traffic. It should be determined if there is sufficient right-of-way for additional lane width. The subject streets would have to undergo a significant upgrade, with clearly defined pedestrian separation from vehicles. This would not appear to be possible without the loss of some mature major trees, some established parking spaces, and require the diminution of some lawns in the front





yards. It is also of concern that these streets are envisioned as one-way pairs, which may result in excess speeds. Plus, one-way pairings may cause a minor “confusion” inconvenience in a town that does not now have one-way streets for villagers, visitors, and for pedestrians and residents who live on these streets. It is unclear how Ramona would benefit, or if Ramona would benefit, from the expense and disruption of the conversion of these streets into a “Mini-Bypass.” This concern encompasses how the occupants of the streets will be affected, how a reduction in traffic might impact Main Street merchants, and the fact that the expense of this concept cannot be used to improve roadways and streetscapes elsewhere in Ramona. Proponents of the Mini-Bypass concept see it as a way to reclaim Main Street for village-wide events such as parades, farmer’s markets and others.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: MINI-BYPASS 1***

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*Perform a design study for a mini-bypass. Identify and analyze benefits and impacts.*

***TASK MINI-BYPASS 2***

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*Analyze alternate approaches to reduce non-local traffic on Main Street. The resulting circulation recommendations should be incorporated into the Circulation Element and/ or Capital Improvement Program for the community.*

## PASEO PROJECTS

### 2.1 PASEO STREETSCAPE

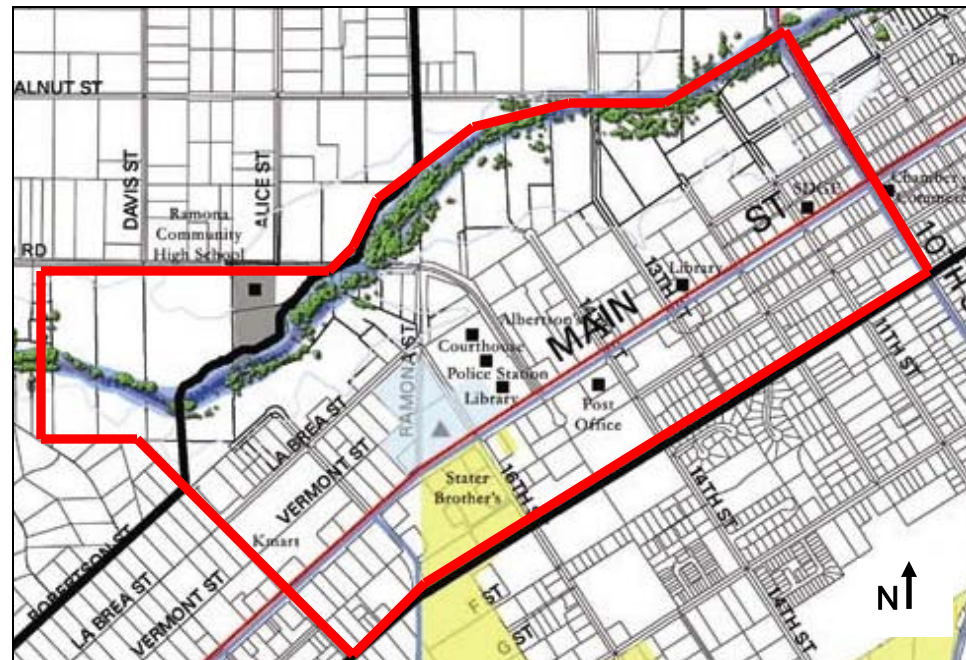
- DESCRIPTION - THE PASEO

The Paseo lies along the Main Street corridor between 10<sup>th</sup> Street and 16<sup>th</sup> Street. The Paseo is an emerging commercial corridor with a mix of older businesses and recent fast-food franchises, shopping centers and freestanding businesses, government buildings, and flanked by significant residential neighborhoods of single family residences, apartments, and condominium complexes. Of



particular note is the presence of the “Historic Colonnade” of 40-60 foot tall Eucalyptus within parts of the Paseo. The Colonnade dominates the views in the Paseo, though broad vistas to the surrounding area are sometimes possible. Pedestrian improvements within the Paseo should allow for ease of pedestrian movement along the street, but recognize that the businesses within the Paseo largely operate with their own parking lots serving customers who are engaged in a single-destination trip. Unsignalized mid-block crossings within the Paseo should not be installed since traffic speeds and the width of the street are of a concern. Existing Paseo signalized intersections have demand buttons, handicap curb accommodations, pedestrian crosswalks and demand buttons. Streetlight fixtures should be respectfully low-key and identical in design to streetlights in the Village Town Center and Gateway.

#### PASEO BOUNDARY – 10<sup>th</sup> Street to Pala Street



- PROPOSED APPROACH – THE PASEO

The Paseo is envisioned as a transition zone from the traditional Village Town Center between the semi-rural Gateway area. The Paseo has benefited from several streetscape upgrades, including extensive curbing, sidewalks, and signalized intersections with pedestrian crossings. In effect, the Paseo serves as the “suburban automobile-oriented streetscape” that is common to larger communities. The general architecture, building placement and building form is geared toward accommodations to the automobile. The challenge will be to install streetscapes that are more attractive to pedestrians, this includes creating trail links to Santa Maria Creek and other attractions. As some vacant parcels develop, and other developed parcels are redeveloped, the Paseo can continue to be the venue for buildings that are a product of their time and still exhibit the bulk and scale and building mass and are reflective of the traditional established characteristics of the Ramona Village Town Center. The Paseo should be the next logical expansion zone for the Village Town Center to the west.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: PASEO STREETSCAPE 1***

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*Study a streetscape design for the Paseo that would include a review of, wider sidewalks, medians, street trees and pedestrian lighting, appropriate limited mid-block pedestrian crossings, and protections for the Historic Colonnade.*

***TASK: PASEO STREETSCAPE 2***

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*A pedestrian network of sidewalks and trails that links the Paseo with the Santa Maria Creek greenway.*

## 2.2 HISTORIC COLONNADE

- DESCRIPTION

One of the most significant defining characteristics of Ramona is the collection of monumental 40 to 60-foot Eucalyptus trees that line much of Main Street at the western entrance to Ramona. The trees vary in height, frequency, and placement, but for the most part they canopy over the roadway, towering above cars and businesses.

- GOAL DERIVED FROM PUBLIC INPUT

Prolong the life of the Colonnade and underplant it to assure its existence well into the future. Work with local resources such as the Ramona Tree Trust to identify specific and well-considered approaches to the future of this natural asset.

- ANALYSIS

The Eucalyptus is not generally considered to be a desirable street tree. It tends to be more brittle, it drops many branches and twigs, it has poor autumn color, and its root system can damage utility lines, lift curbs, crack pavements and ruin sidewalks. Regardless, the Eucalyptus that form the historic colonnade in Ramona must be allowed to remain for as long as they are safe and healthy. The Eucalyptus are an essential component of the community identity. However, these are living things that have a lifecycle and stages of existence. So it is vital that the condition of the trees be assessed, and that all future roadwork or utility and building development in their vicinity is conducted in a manner to assure their health and retention. Plus, it would be wise to under plant the colonnade so that once the existing Eucalyptus reach the end of their lifespan; there is a mature and significant tree there to take their place. It may be wise to consider a different species that is more appropriate to the setting, but that species should be one that can elicit the drama of scale and canopy that the Eucalyptus now exhibit. Given their placement, there appears no possibility that any widening of Main Street that proposes additional travel lanes, can occur without wholesale loss of these Eucalyptus Trees.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: COLONNADE 1***

*As part of a streetscape design plan, work with the Tree Trust and CalTrans to craft a street tree plan with regulations regarding implementation for the Main Street corridor. Study strategies to retain the Historic Colonnade.*



***TASK: COLONNADE 2***

*Have an arborist evaluate the condition and long-term prognosis for the Eucalyptus.*

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**GATEWAY PROJECTS**

**3.1 GATEWAY STREETSCAPE**

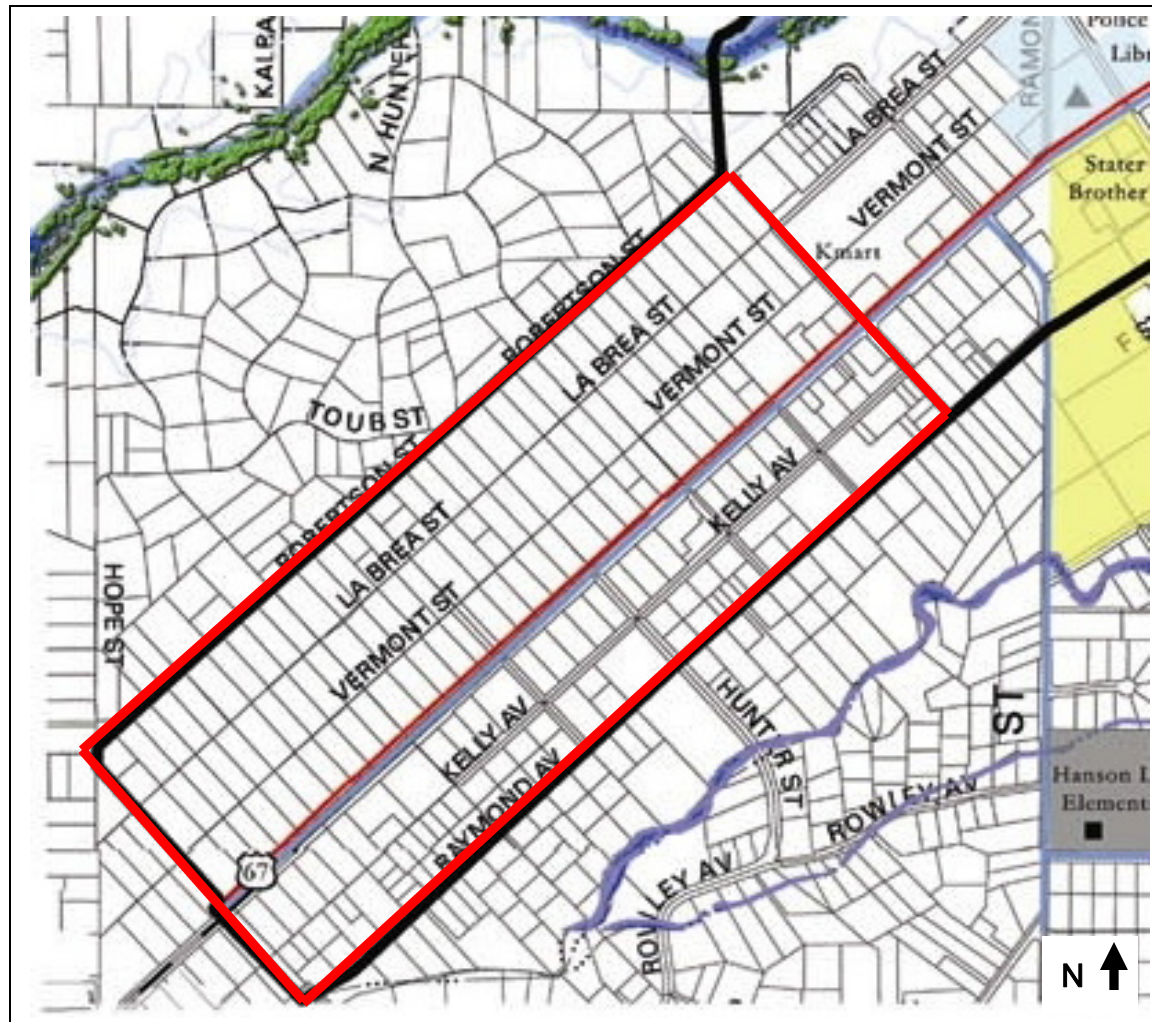
- **DESCRIPTION - THE GATEWAY**

The Gateway is the mostly rural western entry to Ramona, a stretch of highway flanked by cultivated fields, old barbed wire fences, and scattered businesses and home sites. The views in the most western parts of the Gateway are broad and expansive, sweeping open vistas of ranches, foothills and mountains. Streetlight fixtures should be respectfully low-key and identical in design to streetlights in the Village Town Center and Paseo. The Gateway should also include horse trails that link into the County trail system.





GATEWAY BOUNDARY 16<sup>th</sup> Street to Etcheverry Street



- PROPOSED APPROACH – THE GATEWAY

The Gateway can serve as a transition zone from the suburban Paseo area to the rural ranch and farm personality of the western areas of Ramona. The opportunity is to create a seamless transition from the traditional sidewalk designs of the Paseo to the trails of the Gateway. In effect, if properly executed, Ramonans could travel from the historic complexity of the Village Town Center sidewalk environment, through the more modern sidewalk schemes of the Paseo, and into the rural trails of the western Gateway. Ramona could offer an astounding pedestrian experience of vastly different and enjoyable experiences in a journey of only a few miles along the Main Street corridor from east to west.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: GATEWAY STREETSCAPE 1***

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*Study a streetscape design for the Gateway without on-street parking, and with trails, medians, trail crossings, intersections, and an entry element.*

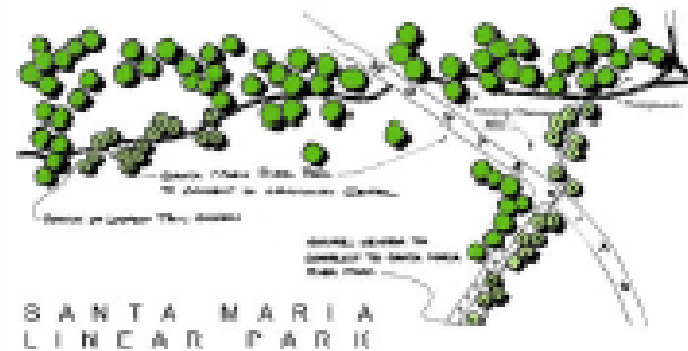
### 3.2 GREENWAY

- DESCRIPTION

A continuous “greenbelt” of open space and recreation fields linked by proximity to a streambed/creek along the northern side of the study area, largely located in the floodway.

- GOAL DERIVED FROM PUBLIC INPUT

Integrate the greenway into nearby improvement efforts; identify opportunities to add trails and walkways that serve pedestrians, bicyclists and horse riders. Identify opportunities for restaurants and other site appropriate businesses along the greenway.



Drawing Credit: Robbins Jorgensen Christopher

- ANALYSIS

The Santa Maria Creek identified as a focus for the greenway is insubstantial when compared to watercourses that typically attract restaurants. Waterside restaurants usually are designed to focus on the interplay of water and/or waterfront activity. The subject creek does not offer these attractions. However, in the subregional context, there are no restaurants inserted into the natural environment in the general Ramona/Julian/Lakeside/Poway area. Some of the subject creek bed is located adjacent to, or within the vicinity of, significant presentations of tall grasses and other relatively unique landscape assets that attract and retain many wildlife species. These may be attributes that are worthy of viewing while enjoying lunch or dinner in a restaurant. However, this theory must first be tested by a market study to verify this. At first glance it appears that it may be wise to conduct further study of the economic market feasibility of a restaurant within the riverwalk.

It remains necessary to identify mechanisms to acquire and enhance any open spaces, including any proposed riverwalk.

Trails for runners, walkers, bicycles, horses, and people using wheelchairs are desirable and should be part of any design program. However such planning need also take into account the different design demands of each of these types of trails. It may be necessary to locate trails specific to horseback riding away from trails for other uses, save walking. This is because horse trails have to be constructed of relatively soft surfaces to reduce stress on the animals, thus these trails are often pitted with hoof-marks and chuck holes from everyday use that could prove hazardous to bicyclists or runners. Different paths along the same corridor may be the appropriate approach. In addition, horse trails will have to be connected to existing popular routes and may require periodic formalized safe road crossings that allow horseback riders to cross Main Street safely.

In some instances trails for bicycles can be integrated with the existing roadways, or incorporated into improvement plans. There is a chance that bikeways could become attractive local transportation routes and help reduce some of the motorized traffic – though this is likely to be modest, at best. Unlike many communities in the mountains nearby, Ramona lies in a comparatively level topography, which can make bicycling for every day shopping, commuting and visiting in the general vicinity of the study area a pragmatic choice.



- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: GREENWAY 1***

*Develop a phased Plan for the development of the Santa Maria Creek Greenway.*

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***TASK: GREENWAY 2***

*Determine funding sources & seek funding for the implementation of Santa Maria Creek Greenway Plan.*

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### 3.3 ROUNDABOUTS

- DESCRIPTION

Popular in Europe and Britain, the roundabout is a traffic circle designed to allow continuous traffic flow without signalization. Traffic is routed in a counter-clockwise fashion around a circle in the middle of the intersection. Traffic enters the circle through a Yield Signed interface and makes only right turns into and out of the intersection.



- GOAL DERIVED FROM PUBLIC INPUT

Community-wide meetings supported the concept of roundabouts, but after considerable discussion, it was determined that there is likely no appropriate application for roundabouts within the study area.

- ANALYSIS

The community participants did not foresee an application for roundabouts within the study area.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

## ***TASK: ROUNDABOUT 1***

*None.*

### **OVERALL STUDY AREA PROJECTS**

#### **4.1 MIXED-USE**

- **DESCRIPTION**

The combination of residential and non-residential development on the same parcel, sometimes in the same building.

- **GOAL DERIVED FROM PUBLIC INPUT**

Allow up to 40% of the gross floor area (per project) in the Village Town Center and Paseo districts to be used for residential purposes. Mixed-use should not be allowed within these districts between 14<sup>th</sup> Street and Etcheverry Street.

Residential uses may not front or be directly visible from Main Street. Residential use would be allowed at the rear of the building, or on the upper floor(s).

Mixed-use is not to be permitted in the Gateway district.

- **ANALYSIS**

There's "Mixed Use" and then there's "Ramona Mixed Use". What Ramona has experienced under the title of "mixed use" is a misnomer wherein land zoned non-residential has been developed solely as multiple family



residential. Unfortunately, because many of the multiple family residential projects constructed under this interpretation of the zoning code exhibit poor aesthetics, and are largely unpopular with Ramonans, the community has developed a skepticism about “mixed use” as a development option in Ramona. That is why, for instance, mixed use is proposed herein to be allowed (but restricted) within the Village Town Center.

In Ramona’s experience the images on the right are what has been called “mixed use.”

It is understandable therefore, that Ramona is cautious about the term “mixed use.” Fortunately, planning in the past decade has refined and advanced the concept of mixed use, and in actual practice “mixed use” in 2005 is a far more polished and functional design concept that is significantly more sensitive to community character, urban design, aesthetics, impacts and context. Regardless Ramonans retain their caution with regard to the concept and any mixed use zoning component will have to include sufficient protections and elevated standards to gain traction as an acceptable development option in Ramona.



- TASKS TO BE PERFORMED IN THE NEXT PHASE

#### ***TASK: MIXED USE 1***

*Conduct research of case studies to show examples of mixed-use that might be appropriate to Ramona.*

#### ***TASK: MIXED USE 2***

*Prepare regulations that assure that “mixed-use” in Ramona reflects contemporary and place sensitive mixed-use approaches.*

## 4.2 ENTRY-LEVEL HOUSING

- DESCRIPTION

Entry level housing is not subsidized housing. Entry level housing is market-rate residential that is affordable to middle-income service providers and members of the employed workforce.

- GOAL DERIVED FROM PUBLIC INPUT

The RVDC indicated that they did not desire additional apartments and that locations with higher density allowances would be directed toward senior housing.

- ANALYSIS

In order to provide entry level housing opportunities, it may be prudent to allow a density of 7 units per acre, and incentives to allow up to 14 units per acre on a few chosen sites. It is the desire of the Committee to see this entry level housing be owner-occupied, as opposed to rental. However, it is not clear that there is a mechanism to ensure that. There is an overall housing affordability problem in San Diego County, and over the years numerous large affordable multiple-family housing complexes have been built in Ramona. These have provided inexpensive rental options but have not provided opportunities for first-time homebuyers. The intent for identifying those few “chosen sites” is to achieve market-rates for attractive housing types that still cost less than a single-family home on an acre, for instance. This strategy would broaden the range of housing types available and theoretically increase the amount of more attainable housing in the area. There is currently a relatively high amount of truly “affordable” housing (i.e., Section 8) in the community. Ramona seems to exhibit an “hourglass” housing mix, with a large number of units in the lower ranges in apartments and very modest small homes on small lots and a large allotment of more expensive traditional single-family homes on acreage parcels, but few “entry level” units. Therefore, there may exist an untapped market for mid-level market-rate housing in duplexes, triplexes, fourplexes, and condominiums and modest-sized detached residences. This additional mix would also serve to smooth out the transition between housing types within the community boundaries. Concerns about the impact of less expensive housing fitting into local neighborhoods can be addressed by site standards, and building design standards

Ramonans recognize that employees at shops, restaurants and service industries in Ramona, and the adult children of Ramona, are having great difficulty in finding affordable housing in Ramona. But plans for entry level



housing must be executed with sensitivity and fairness on a regional basis. The community character of Ramona has suffered, in several instances, by development in the midst of smaller detached homes or along streambeds that are out of synch with the traditional Ramona aesthetic. Elevated design standards and additional zoning and design protections must be incorporated into any future regulations.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: ENTRY LEVEL HOUSING 1***

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*Craft design and development regulations to assure that new development fits the scale and character of Ramona.*

***TASK: ENTRY LEVEL HOUSING 2***

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*Incorporate locations for housing types such as cottages, townhomes, etc. in custom zoning plan.*

#### **4.3 SENIOR HOUSING**

- DESCRIPTION

Housing that is age-restricted to “seniors”, usually in a multiple-dwelling and/or congregate configuration. Fully ambulatory seniors can be housed in attached or detached “granny flats” associated with a detached single-family residential “main dwelling” on a single lot, or as a small detached residence. As levels of care become a concern, senior housing might include congregate living arrangements, various levels of nursing care, up to and including rest homes. Many of the more intense institutional settings require special permitting.

- GOAL DERIVED FROM PUBLIC INPUT

Identify and implement enticements for developers to create senior housing in appropriate settings. Examine height/story waivers and reduce parking requirements to encourage their development. The Committee suggested that senior dwellings would be best located in areas near services, transportation, and public safety and health facilities. There was a consensus to not allow densities in excess of the State of California Senior Density Bonus.

- ANALYSIS

Ramona has an opportunity to create housing opportunities for seniors living in the community and for the local population that is anticipated to reach senior status in the upcoming decade. Seniors range widely in their access to financial resources and in their lifestyle needs and will therefore require a variety of accommodations. Ramona can

also help meet the requirements of State affordable housing regulations by identifying suitable locations for multiple-unit residential projects, and properly designed senior development can help meet this responsibility. It is in keeping with the spirit and intent of the affordable housing obligation for Ramona to take advantage of this planning work to forge regulations that assure that such senior housing is developed in consideration of the unique character of Ramona.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: SENIOR HOUSING 1***

*Incorporate incentives in a revised zoning code that uses code amenities and ties densities to the level of care provided. Use California Government Code provisions to protect senior housing from conversion to market rate.*

#### **4.4 PEDESTRIAN ENHANCEMENTS TO VILLAGE TOWN CENTER, PASEO, AND GATEWAY**

- GOAL DERIVED FROM PUBLIC INPUT

Create a design that reflects the standards and lifestyle of Ramona, with common elements and, yet, attributes that are attuned to the different character exhibited in each of the three districts: Village Town Center, Paseo, and Gateway.

- ANALYSIS

The three districts each exhibit distinct and specific challenges.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: PEDESTRIAN ENHANCEMENT 1***

*Identify one single standard street light fixture that is appropriate to all three districts. Bear in mind the matters of Dark Sky and the historic character of the Village Town Center.*

***TASK: PEDESTRIAN ENHANCEMENT 2***

*Identify one single pedestrian-level light standard that is appropriate to the Village Town Center and Paseo Districts.*

## 4.5 LANDSCAPED MEDIANS

- DESCRIPTION

Raised planters installed in the centerline of streets, usually with shade trees, flowers and shrubs, and sometimes including street lighting, signs and artwork.

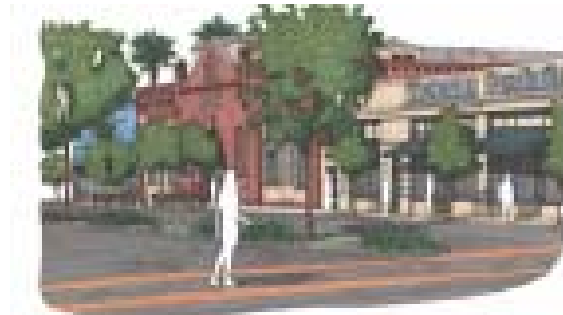
- GOAL DERIVED FROM PUBLIC INPUT

The RVDC did not recommend landscaped medians in the Village Town Center because of concerns that medians would reduce the amount of right-of-way that could be devoted to additional sidewalk width. The RVDC did consider medians appropriate for the Paseo and Gateway areas. In the Village Town Center it was preferred that the sidewalks fronting Main Street be widened for additional landscaping, sidewalk cafés and street furnishings. This would include pedestrian-level lighting, which is a light standard in the public right-of-way that is designed to light the sidewalk and is less tall, and more frequent, than “street lights” devoted to lighting the roadway.

- ANALYSIS

In the Village Town Center medians should not be disallowed because a median of even modest width (3-5 feet) properly landscaped, can have a profound impact on the pedestrian experience as well as how motorists perceive the village. Because there might be spare right-of way that will not be needed for roadway pavement width, it appears that there is room for both additional sidewalk width and medians in the center. Medians can help reduce the “heat sink” of wider portions of Main Street, soften the overall townscape, and provide “islands” in the middle of intersections for pedestrians. In the Paseo, and Gateway where the Historic Colonnade exists, the medians can help provide venues for under plantings and enhancements. In the Gateway area, the medians can provide landscaping and indicate that one has entered Ramona.

Drawing Credit: Robbins Jorgensen Christopher





- TASKS TO BE PERFORMED IN THE NEXT PHASE

#### ***TASK: LANDSCAPE MEDIAN 1***

*Create a free-standing streetscape design study for each of Ramona's districts. Assess how much of the Main Street public right-of-way can be devoted to additional sidewalk width and centerline medians. Assess how much the travel lanes could be narrowed and that width be devoted to other uses.*

### **4.6 ENTRY SIGNS**

- DESCRIPTION

Permanent entry sign elements at the western and eastern entrances to Ramona, as well as within the Village Town Center, Paseo, and Gateway sub areas.

- GOAL DERIVED FROM PUBLIC INPUT

Entry Signs would be incorporated into streetscapes in sidewalks, medians, and at the roadside to define Ramona and the three identified subareas – Village Town Center, Paseo, and Gateway.



Encinitas, California

- ANALYSIS

Entry signs can help define the boundaries of a community, to be certain and they can also telegraph the values and character of a community to travelers and visitors. Many communities allow local public service clubs (Lions) or chambers of commerce, to install entry signs emblazoned with the seals and logos of the various groups, including local churches. Though not "high art" these community-based signs offer several advantages: 1) the cost of creation, installation, and maintenance is borne by non-governmental agencies, and 2) the simple signs are straightforward, easy to update (as groups come and go), and they are not so stylized that they run the risk of aging poorly.

In the case of Ramona, more permanent public entry art is being considered under an alternative parallel course, and is probably a more appropriate venue for more expressive and emotional designs. Conversely there is value in a more permanent sign that is not maintained or owned by a specific local group, but reflects the timeless aspects



of the community character without drawing attention to a specific group in the community- perhaps rotating maintenance agreement among groups.

Entry signs in the subareas (Village Town Center, Paseo, and Gateway) should probably be held in abeyance unless and until it is certain that the community has adopted the name and location of these subareas. It is important that landowners and merchants that exist within the subareas have a “buy-in” to the concept and are comfortable with the boundaries, names, the images, and the way the names are displayed. Ideally subareas like Paseo and Gateway would be already established in the public’s mind as distinctive and established communities before the planning process is undertaken (such as “Hillcrest” in San Diego or “La Colonia” in Solana Beach), but that is not the case here.

It is preferred that the overall plan be allowed to mature over time and then reassess how Ramona is functioning and coalescing and see if distinctive grass-roots-derived subareas or communities have formed. Only then should resources be devoted to entry signs and the like for such subareas. Certainly planning different streetscape and zoning approaches can continue, at least in the name of efficiency and the careful expenditure of resources. Indeed, the Village Town Center, Paseo and Gateway subareas identified in the course of this public input phase are, for the most part, distinctive and identifiable and different townscape experiences, and practical planning must reflect that. Formalizing the names by means of permanent signs is another thing altogether.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: ENTRY SIGN 1***

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*Study the most prudent method to outline distinct districts and sign them.*

#### **4.7 POCKET PARKS**

- DESCRIPTION

Pocket parks are envisioned as open space and recreation parcels of less than five acres that might serve a single purpose, or a narrow range of uses. Examples are public plazas, a ball field, enhanced vacant lots, and remnant undevelopable parcels with biological assets and habitats.

- GOAL DERIVED FROM PUBLIC INPUT

Identify opportunities for pocket parks to help augment open space and recreation facilities in Ramona.

- ANALYSIS

Ramonans can seek County participation, private parties or other organizations to fund and maintain pocket parks. Otherwise, it has no formalized mechanism to fund and perform the maintenance of pocket parks. It may be more efficient to assemble pocket parks in conjunction with new developments or new roadway improvements. Pocket parks might also be available through school development projects and as part of the Ramona Intergenerational Community Center. Pocket parks, though sometimes small, can also demand considerable maintenance, especially parks with high traffic and intense use. It is preferred that pocket parks be a secondary use in adjunct with a larger project, such as part of a school campus, or part of a shopping center/mixed-use development. Parks would then be developed as part of the review process for large developments. Then the maintenance can be incorporated into the overall maintenance program for the larger entity. Having said that, it is equally important that pocket parks only be developed rarely, and in the most appropriate places. It is imperative that the desired location for pocket parks be identified ahead of time by relevant open space plans such as an adopted Open Space Element plan amendment. Such an exercise will assure that pocket parks will be located where the community will derive the most benefit, and not where development just happens to be underway. To guarantee that all development is treated fairly, development located on the site of a desired pocket park should be obligated to build the facility – but importantly – development within the vicinity of the pocket park should also contribute into a “fee-in-lieu-of” account that provides funds toward the development, operation and maintenance of a pocket park, even though they may be “off-site”.

Drawing Credit: Robbins Jorgensen Christopher



- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: POCKET PARK 1***

*Identify a means to develop, and maintain open spaces.*

### ***TASK: POCKET PARK 2***

*Incorporate the development and maintenance of pocket parks into facility master plans and development codes. Be certain that potential sites for pocket parks are identified to assure that they only occur where the community will gain the most benefit.*

## **4.8 PUBLIC ART**

- **DESCRIPTION**

The placement of public works of art within the study area, at entry points, within medians, in streetscapes, and in plazas and parks

- **GOAL DERIVED FROM PUBLIC INPUT**

The matter of public art did not receive as much attention as many other subjects during the workshops. It was seen, however, as a desired component of the general public landscape, and a way to express Ramona's sense of freedom and unique character.

- **ANALYSIS**

Significant works of art may be achievable if the government of San Diego County is engaged in the endeavor and funds and maintains public art. Also Ramonans can seek private parties or other organizations to fund and maintain public art. Otherwise, it has no certain and defined mechanism to purchase, install or maintain public art. Yet, many of the concepts discussed throughout the workshops, such as entry "gateways", medians, widened sidewalks, enhanced streetscapes, and public plazas, are ideal candidates for public works of art. Ramona, though unincorporated, might examine how jurisdictions like Solana Beach and Balboa Park have been able to have works of art loaned to them instead of outright purchase of art. This strategy helps address several problems typically encountered with regard to "public" art: 1) because the art is not being purchased, the community debate regarding the use of precious public funds is tempered, 2) because loaned art is not a permanent installation the community is less subject to "buyers remorse" or tempted to choose the least controversial artwork, and 3) because the artwork is only on site temporarily, it is less prone to "recession" where artwork becomes such a familiar and accepted part of the landscape that it recedes into the background and becomes nearly invisible. If artwork is supposed to be



evocative, provocative, challenging, expressive and moving, it often loses this effect over time and therefore its purpose. If artwork is intended to be comforting, familiar, and a landmark of stability, then having it “recede” into the streetscape is not necessarily undesirable. In essence, Ramona has to decide where it wants art to be expressive and where it wishes for art to anchor a place with the familiar. Both uses of public art are noble and worthy, but they are very different goals. It may be that at key entry points the art chosen will be permanent and comforting and reflective of the character and pioneering earthy pragmatic image of Ramona, whereas artwork in plazas or a median, or related to a new public library, school, community center, firehouse or government building could be on loan and therefore be more daring and abstract and contemporary; exhibiting Ramona’s sense of adventure and celebrating the freedom of individual expression for a limited time, and with a temporary commitment to any particular installation.

Funding for artwork may come from contributions, County Public Art funds, or extracted from road improvement funds, or contributions from developers of new commercial and residential projects along Main Street. Artwork on loan can be relatively inexpensive since it is not permanent and the artists often participate for the exposure to the marketplace and name recognition.

Ramona has a healthy and apparently growing community of local artists. Ramona should look at Fallbrook, which has a facility for displaying public art. Also worth considering are other means of getting local art in the view of the public- i.e., “art nights” and “art walk” programs that may be avenues for increasing the presence of public art in the town center. Such a program could be used to encourage temporary donations of art to the community assuming there is an identified location where these could be displayed.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: PUBLIC ART 1***

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*Identify a mechanism to acquire, display and maintain public art in Ramona.*

***TASK: PUBLIC ART 2***

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*Assemble an arts registry of local and regional artists.*

### ***TASK: PUBLIC ART 3***

*Examine the use of storefronts, vacant lots, vacant buildings and other sites for the display of artwork.*

## **4.9 LOOPED TRAIL SYSTEM**

- **DESCRIPTION**

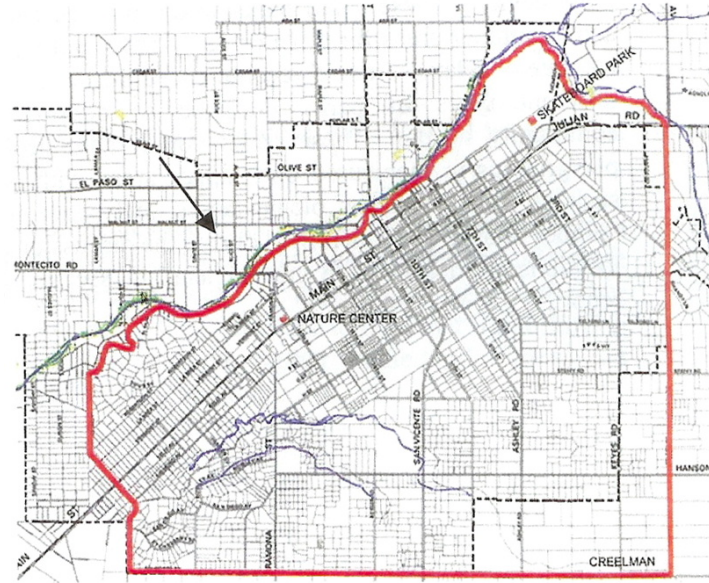
The looped trail is a formalized pathway for horses and people that encircles central Ramona. The pathway would include separate paths as well as striped lanes on existing roads with appropriate signs.

- **GOAL DERIVED FROM PUBLIC INPUT**

Be certain to account for the looped trail system in any future plans.

- **ANALYSIS**

The Looped Trail system can serve both as a recreational experience and, if properly designed, an opportunity for alternative means of day-to-day transportation, such as bicycle, wheelchair and foot traffic. It is essential that such a trail system include proper accommodations to the diverse needs of horses and bicycles; the equestrian needing softer surfaces that are problematic for bicycles. Also, there is a need to have separation between users to avoid conflicts. Finally, there are many high-speed roadways that the looped system is proposed to cross, or parallel. In the interest of public safety and as a means to encourage the use of the looped system, it is critical to have sufficient separation between vehicle traffic as well as clearly signed and signalized (if necessary) crossing points. Signs all along the route should include regular mile markers for runners, historical and botanical highlights, and many "you are here" maps. All materials and signs and structures, such as fences and bridges, should be of the highest quality, a uniform style, and reflective of Ramona heritage. In other words, the use of metal guardrails, chain-link fencing, and stock "engineering catalogue" bridges should be discouraged, if possible.



Drawing Credit: Robbins Jorgensen Christopher



The integrity of the trail system is vulnerable to the land use experienced all along the way. Therefore, where key points of interest exist, such as meadows, ponds, creeks, and vistas, it may be necessary to secure these lands by means of purchase and/or easements.

If the looped trail system is hoped to be a commuting element it will have to be located as a logical route between employers and homesites. Typically a "loop" system is too indirect to perform such a service. Systems that are "hub and spoke" are more adept at performing such a service. In that regard, the looped system may have to include spokes across Ramona and toward major employment centers in the Village Town Center and Paseo, in order to gain popularity.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: LOOPED TRAIL 1***

*Identify the different surface requirements for each of the proposed looped trail users: Horses, bicycles, pedestrian and wheel chair. Design separate but parallel paths for each, if warranted. Create safe and clear crossing points. Identify funding sources for both construction and maintenance.*

***TASK: LOOPED TRAIL 2***

*Identify "spoke" elements that could be incorporated as a second phase of the looped trail system, if the desire is to create a competitive and attractive commuter option.*

#### 4.10 NATURE CENTER

- DESCRIPTION

The Nature center is a point of interest, an information destination regarding the varied and rich patchwork of natural assets in and around Ramona.

- GOAL DERIVED FROM PUBLIC INPUT

The Committee focused on town center, but then discussed an information kiosk for the vernal pool by the sheriff's station that would direct people to other areas and highlight areas such as the high school.



- ANALYSIS

The Committee exhibited great insight in considering the placement of a Nature Center at the point of interest, and not on Main Street, as was previously discussed. The Nature Center would be best located at a specific expanse of natural interest, such as the vernal pools or grasslands that lie largely outside of the study area. However, it is wise to consider an information kiosk somewhere along Main Street (or in several places, if warranted) to direct visitors and residents to Ramona's many natural points of interest.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: NATURE CENTER 1***

*Work with the community to identify the most appropriate location for a main Nature Center, perhaps in proximity to a school, and adjacent to a natural asset.*

***TASK: NATURE CENTER 2***

*Identify location (s) along the Main Street corridor best suited for an information station/kiosk to direct visitors and residents to Ramona's natural assets.*

#### 4.11

#### SENSITIVE LANDS

- DESCRIPTION

The collection of environmentally sensitive lands that lie in and around the study area, this includes the Santa Maria Creek corridor, vernal pools, and riparian habitat.

- GOAL DERIVED FROM PUBLIC INPUT

The subject of sensitive lands included vernal pools, the floodplains, the Santa Maria Creek corridor, and overall resource protection. It is essential to cooperate and coordinate development and public improvements with the appropriate agencies. The presence of some of the best of the Santa Maria Creek corridor requires that there be specific planning actions regarding sensitive lands.



- ANALYSIS

Some sensitive lands are located outside the study area, but there remain key parcels, such as the Santa Maria Creek corridor that are largely located within the study area. For the purposes of this study, it is essential that zoning and development standards should be crafted with special attention to their potential impact on sensitive lands. In fact, the plan should look for ways to protect and enhance sensitive lands, and for ways to link these lands to the Main Street core.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: SENSITIVE LANDS 1***

---

*Work with the appropriate agencies and authorities in the instance regulations or development exhibits the potential to impact sensitive lands.*

***TASK: SENSITIVE LANDS 2***

---

*Create zoning and development standards with special attention to their potential impact on sensitive lands.*

***TASK: SENSITIVE LANDS 3***

---

*Explore ways to protect and enhance sensitive lands, and for ways to link these lands to the Main Street core.*

#### 4.12 DENSITY

- DESCRIPTION

Density, for these purposes, refers to the number of residential dwelling units per acre.

- GOAL DERIVED FROM PUBLIC INPUT

Create a base residential density that is at 7.3 and build in development concessions to get the higher density of a maximum of 14.5 per acre, excluding senior housing. Those incentives would be defined in the design review standards and apply to undeveloped parcels zoned for multiple-unit residential.

- ANALYSIS

Density is a relative term. The normal 7.3 units per acre rising to a maximum of 14.5 units per acre peak density chosen by the Committee is appropriate for certain parts of Ramona Village. It is modest by comparison to densities

exhibited in the central city, and is appropriate in Ramona because there are building form design solutions that can assure that the actual development is compatible with nearby Ramona neighborhoods of lesser density. The Community has discussed the matter of density at length, largely out of concern that developments at the 14.5 units/acre would be a detriment to surrounding development and out of character with Ramona. This is driven, for the most part, by a legacy of 1970's-era high-density developments in Ramona that exhibit nominal "boxy" architecture, site plans that do not take into account the heights, scales and general design character of surrounding neighborhoods, and have landscapes dominated by surface parking, high privacy fences and trash receptacles. It is understandable why Ramonans consider the matter of density very important.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

***TASK: DENSITY 1***

*Work with the community to identify the most appropriate undeveloped and redevelopable locations for densities between 7.3 and 14.5 units/acre (in instances where design or other criteria are met) sufficient to assure respect for community character and still maintain compliance with local and State planning and housing regulations. Be certain that any concessions from developers seeking maximum density have extraordinary community benefit. Superior architecture and lush landscaping would be a given, and not eligible as a "concession."*

### III. POTENTIAL ZONING REGULATION DESCRIPTIONS

In Ramona, building form and function are paramount factors, and the subject of a great deal of community discussion through the Final Initial Project Study Report process. As has been stated earlier, the Ranch House and the overall wide and low character of Ramona serves to keep the built environment low-profile. Though this may not be the intention of builders, it functions to retain and preserve views and vistas to the mountains that surround the valley. The beauty and the challenge of zoning is that it can be based on the community character and aspirations of Ramonans, and that there are several approaches to zoning. The goal is that the result will be Ramona specific zoning.

#### CONVENTIONAL ZONING REGULATIONS

Zoning typically affords the community an opportunity to regulate the intensity and choice of land uses. Conventional zoning codes *include a list of prohibited uses, height restrictions and similar prohibitions. This type of zoning uses measurements to build places, which has helped to create the placeless developments that do not define Ramona's unique character.*

#### FORM-BASED CODES

Form-Based Codes are used to regulate the building form and character of new developments. A Form-Based Code (FBC) differs from conventional or performance zoning by being prescriptive, stating what a community wants, rather than proscriptive, what a community doesn't want, and they achieve a greater level of predictability for developers, local residents, and decision-makers through prescribing new building types and forms. The FBC defines compatible building types to specific areas, such as Main Street Shops on Shopping Streets and single-family detached building types in residential neighborhoods. This past year, the California Office of Planning and Housing allowed for FBCs to be used as implement tools for general plans, community plans, and specific plans. Importantly, existing uses that are currently not allowed in zoning, such as adult entertainment and noxious industrial uses can still be restricted in a Form-Based Code.

The Community Character issues raised in the Introduction are addressed by the FBC via a 'context-sensitive' approach to village building. The forms prescribed stress compatibility and 'fit' with adjacent neighborhoods that promote harmonious transitions between designated land uses, Floor Area Ratios (FAR), and height limits. FBC's apply appropriate building forms to reflect the neighborhood's context in order to avoid abrupt changes in scale and density between residential and non-residential areas. Additionally, the FBC's rely on an open public process to give validity to the code and predictability for the code interpreter.



#### Positive Aspects of Form-Based Codes:

- A Clear and Concise Code
- Style Neutral Building Forms
- Easy to Read Graphic Format
- Predictable Entitlement Process

Ultimately, the implementation of form-based codes may vary from neighborhood to neighborhood as it is suggested to use a design review process. These nuances show the flexibility of the code as it is not strictly regulated to the County General Plan, Ramona Community Plan, County Zoning Ordinance, or Ramona Design Standards. The goal of the FBC is to promote a more consistent, sustainable, and compatible development to complement and enhance nearly any type of community. *(Additional details regarding form-based codes are included in the following Appendix section.)*

#### PERFORMANCED-BASED ZONING

There are advantages to the performance zoning approach. In some ways it requires less administrative involvement, since variances, appeals and re-zonings are not necessary. It also gives more flexibility both to the municipality and to the developer, allowing more of a range of land uses, as long as their impact is not negative. This allows for more innovation and the incorporation of new technologies that may not be accommodated in more traditional zoning ordinances. This encourages more communication between the public and private sectors. Also, performance zoning is more effective in the preservation of natural features, since it evaluates directly the impact, rather than indirectly through a list of permitted and denied uses.

A primary disadvantage of performance zoning is that as a result of its flexibility it is subject to a steeper learning curve. In conventional ordinances, land uses are listed as absolutes--either allowed or not allowed. Under performance zoning uses are determined through sometimes confusing calculations of a variety of factors. This requires local zoning administrators to be more adept at making appropriate and fair determinations based on sometimes subjective criteria, and can lead to more legal challenges.

- TASKS TO BE PERFORMED IN THE NEXT PHASE

#### ***TASK: ZONING 1***

*Evaluate the benefits and drawbacks of various types of zoning codes for Ramona- including Euclidean, Form-Based, Performance-Based and hybrid Zoning Codes for Ramona. Determine what type of zoning strategy would be most appropriate for the commercial and residential areas in each of the three Village districts.*



## APPENDIX

### APPENDIX 1 – BUILDING TYPES

COMMERCIAL BLOCK  
LIVE /WORK  
COURTYARD HOUSING  
DUPLEX/TRIPLEX/QUAD  
BUNGALOW COURT  
SIDEYARD HOUSING

### APPENDIX 2 - GLOSSARY

## **APPENDIX 1 – BUILDING TYPES**

The following twelve pages are building type examples that may be considered appropriate for fitting new development into the existing context of Ramona. These examples are shown to assist residents, neighbors, and decision-makers to determine how to better craft and arrange new developments in harmony and character of the Ramona Village Plan. Ramona's current building types are mostly confined to single-family detached homes and 2-story apartments. The following building type examples illustrate more options and variations between the two predominant building types.

All examples shown here must be tailored and regulated to fit within the character of Ramona. The following architectural building types are explained through photographic images, a 3-dimensional diagram, possible location map, and design guides to thoroughly explain each example. These types should fit comfortably well within Ramona's existing context and provide a greater variety of single-family detached, single-family attached, mixed-use and commercial buildings models.

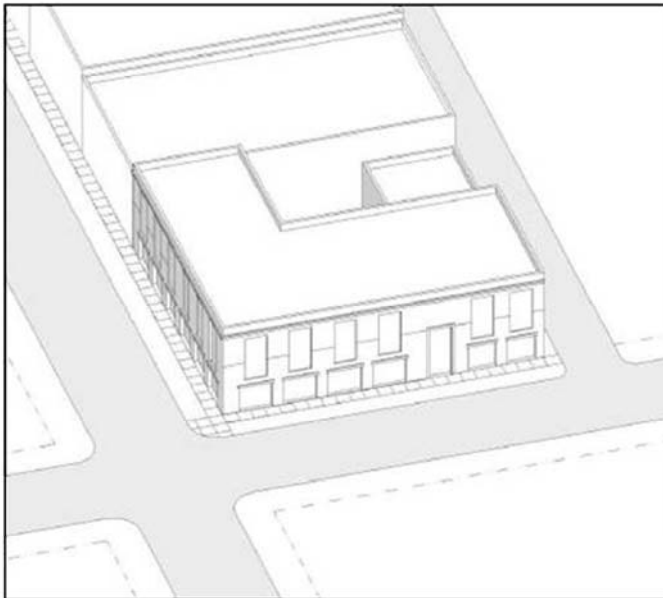
These examples are for discussion purposes only and are not actual design guidelines. In order to refine these typologies into design guidelines, exact site plans, elevations, and sections should be prepared. All new building types shown here should be refined and reviewed as these images are shown to assist Ramonans to understand building typologies and terminology as they refine and adopt new design standards.

## ARCHITECTURAL TYPES COMMERCIAL BLOCK

A building designed for occupancy by retail, service, and/or office uses on the ground floor.

Each Commercial Block should be designed to comply with the following standards. This building type is the most intense allowed along Main Streets and Business Districts. The average intensity of this building type is between a .5 and 2 floor area ratio (FAR).

Note: Residential dwelling units ranging in density from 7.3 to 14.5 dwelling units per acre may be added at the rear of the ground floor or on upper floors of commercial building types to accommodate mixed use in designated areas and Village Town Center only.



(General Location of Where This Example May Be Appropriate)



#### 1: ACCESS:

- i. The main entrance to each ground floor commercial or shopping storefront shall be directly from the street.
- ii. Entrance to the upper floors of the building shall be through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
- iii. Elevator access should be provided between the garage and each level of the building.
- iv. Interior circulation to each space shall be through a corridor.
- v. Where an alley is present, parking shall be accessed through the alley.
- vi. Where an alley is not present, parking shall be accessed from the street through the building.
- vii. On a corner lot without access to an alley, parking shall be accessed from the side street through the building.

#### 2: PARKING:

- i. Required parking shall be in an underground garage, or may be surface parking, tuck under parking, or a combination of any of the above.



- ii. All areas may have indirect access to their parking stalls.
- iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iv. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.
- v. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

#### 3: OPEN SPACE:

- i. The primary shared open space is the rear yard, which shall be designed as a courtyard. Courtyards may be located on the ground or on a podium. Side yards may also be provided for outdoor patios connected to ground floor commercial uses.
- ii. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West, and 30 feet when the courtyard is ori-

ented North/South. No courtyard shall be of a proportion of less than 1:1 between its width and height.

- iii. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard.
- iv. Private patios may be provided in side and rear yards.

#### 4: LANDSCAPE:

- i. No landscaping is required in front of the building.
- ii. Sideyard trees may be placed to create a particular sense of place.
- iii. At least one large tree shall be provided in the rear yard, planted directly in the ground.
- iv. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

#### 5: FRONTAGE:

- i. Entrance doors and space shall be oriented toward



courtyards and the fronting street to the degree possible. Service rooms shall be oriented backing to corridors, to the degree possible.

- ii. Frontage types are required that provide a transition from public to private, indoor to outdoor at the sidewalk. Store fronts, arcades, and galleries are preferred.
- iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

#### 6: BUILDING SIZE AND MASSING:

- i. Buildings may be composed of one dominant volume.
- ii. The intent of these regulations is to provide for buildings with varying heights. The suggested height ratios are as follows:

1.0 story: 100% 1 story  
2.0 stories: 85% 2 stories  
3.0 stories: 85% 3 stories

#### 7: MASSING:

- i. Each space may have only one side exposed to the outdoors, with direct access to at least a dooryard, patio, terrace or balcony.



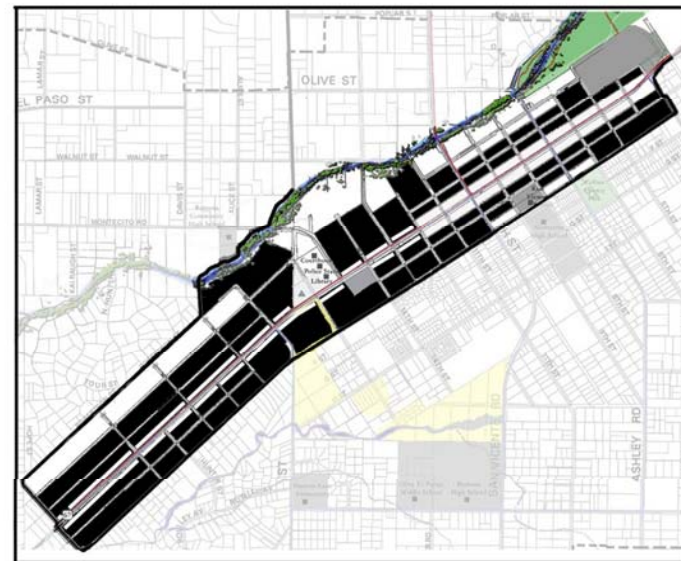
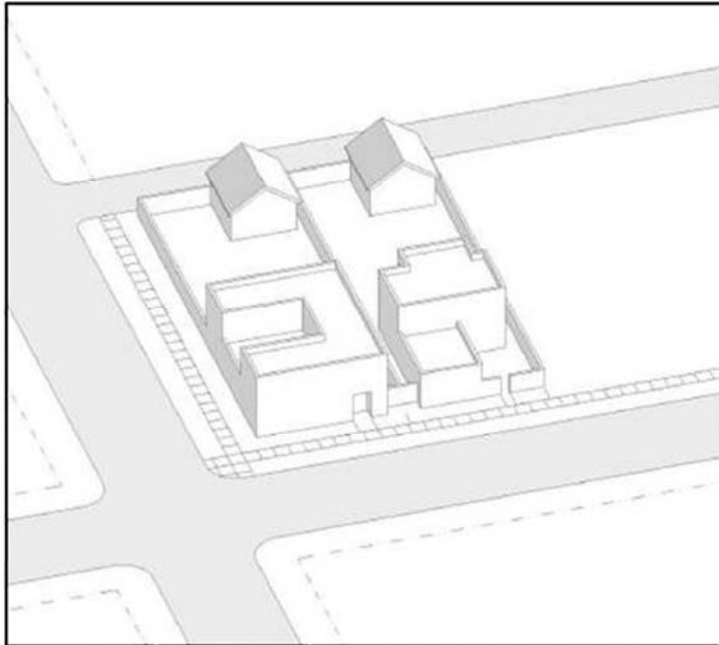


## ARCHITECTURAL TYPES

### LIVE / WORK

An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Each Livework housing unit should be designed to comply with the following standards and is considered a transitional housing and work building type from Main Street to surrounding neighborhoods. These are flexible buildings and intensities range from 7.3 to 14.5 dwelling units per acre and between .25 and 1 floor area ratio (FAR).



(General Location of Where This Example May Be Appropriate)



#### 1: ACCESS:

- i. The main entrance to the ground floor flex space shall be accessed directly from and face the street.
- ii. The upstairs dwelling shall be accessed by a separate entrance, and by a stair.
- iii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.

#### 2: PARKING:

- i. At least one required parking space shall be in a garage, which may be attached to or detached from the dwelling.
- ii. Additional required parking spaces may be enclosed, covered or open. Services, including all utility access, aboveground equipment, and trash containers, shall be located on an alley.

#### 3: OPEN SPACE:

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Rear yards shall be no less than 15%



#### 4: LANDSCAPE:

- i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

#### 5: FRONTAGE:

- i. Each livework unit shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to



outdoor at the main entrance to each dwelling are required. Shopfronts, dooryards and stoops are preferred types.

- ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

#### 6: BUILDING SIZE AND MASSING:

- i. Buildings shall be composed of 2-story volumes in compliance with the regulations for the applicable zone.
- ii. Buildings on corner lots shall be designed with two front facades.

#### 7: EXPOSURE TO LIGHT AND AIR:

- i. Each livework unit shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.

#### 8: ACCESSORY DWELLINGS:

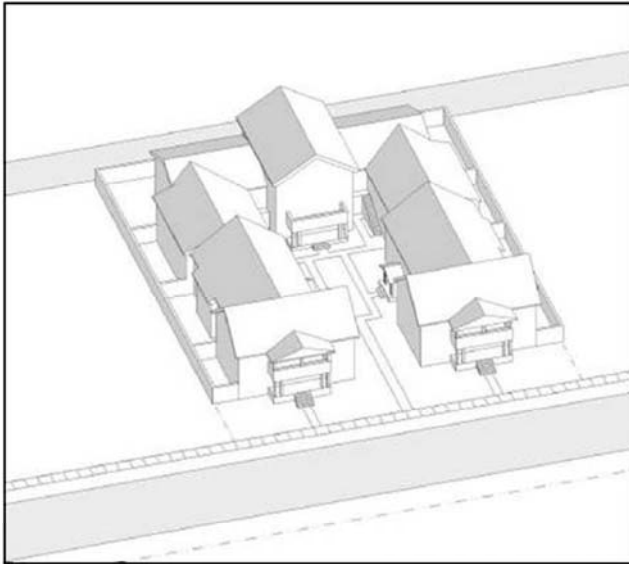
- i. Any lot deeper than 120 feet is eligible for one accessory building, that may be a second dwelling with a footprint of no more than 650 square feet.



## ARCHITECTURAL TYPES COURTYARD HOUSING

A group of dwelling units arranged to share one or more common courtyards, where the individual units are townhouses or rowhouses, flats, or flats located over or under flats or townhouses.

Each Courtyard Housing building should be designed to comply with the following standards. These are more urban housing types as the average density for courtyard housing is approximately 7.3 to 14.5 dwelling units per acres.



(General Location of Where This Example May Be Appropriate)





#### 1: ACCESS:

- i. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
- ii. Access to second story dwellings shall be through an open or roofed stair.
- iii. Elevator access may be provided between the garage and podium only.
- iv. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
- v. Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 1-foot wide.
- vi. On a corner lot without access to an alley, parking and services shall be accessed from the side street and services shall be underground and/or in the side and rear yards.



#### 2: PARKING:

- i. Required parking shall be in an underground garage, or may be surface parking, tuck under parking, an aboveground garage, or a combination of any of the above.
- ii. Dwellings may have direct on indirect access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
- iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iv. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.
- v. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.



#### 3: OPEN SPACE:

- i. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of the lot.
- ii. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
- iii. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South.
- iv. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard.
- v. Private patios may be provided in side and rear yards, and in courtyards.
- vi. Courtyards shall be connected to each other and to the public way by zaguans, or paseos.
- vii. Surface parking for five cars or less

is allowed in a front garden, screened from the street by a decorative wall.

#### 4: LANDSCAPE:

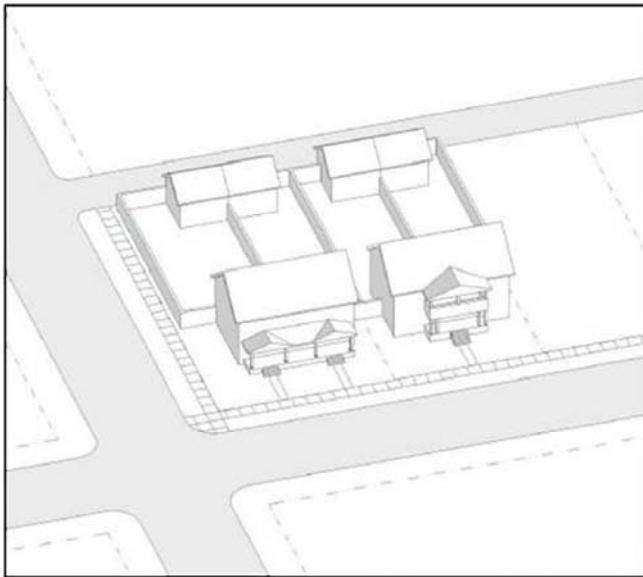
- i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iii. Sideyard trees may be placed to protect the privacy of neighbors.
- iv. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
- v. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

## ARCHITECTURAL TYPES

### DUPLEX, TRIPLEX & QUADPLEX

A structure containing two, three, or four dwelling units, respectively, where no units is located over another unit.

Each Duplex, Triplex, and Quadplex should be designed to comply with the following standards. These building types are of moderate residential intensities between 7.3 to 14.5 dwelling units per acre.



(General Location of Where This Example May Be Appropriate)



#### 1: ACCESS:

- i. The main entrance to each dwelling shall be accessed directly from and face the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot planters on each side.

#### 2: PARKING:

- i. Required parking shall be within garages, which may contain up to four cars.
- ii. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8



feet wide that are separated by planters at least 2 feet wide.

- iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

#### 3: OPEN SPACE:

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet
- iii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.
- iv. Porches, stoops and dooryards may

encroach into a required yard. See Frontages, below.

#### 4: LANDSCAPE:

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. Side yard trees may be placed to protect the privacy of neighbors.
- iii. At least one large tree shall be provided in each rear yard for shade and privacy.

#### 5: FRONTAGE:

- i. Dwellings abutting front yards shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. These may be determined through the Design Review process to serve also as the required yard for some or all of the dwellings. Porches, towers, loggias, dooryards and stoops are preferred types.
- iii. On corner lots, entrances to dwellings on both frontages are encouraged, particularly in triplexes and quadplexes.
- iv. See the requirements of the applicable zone for allowed encroachments into required setbacks.

#### 6: BUILDING SIZE AND MASSING:

- i. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- ii. Buildings on corner lots shall be designed with two front facades.
- iii. Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale.
- iv. Dwellings within buildings may be flats and/or townhouses.
- v. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone.

#### 7: EXPOSURE TO LIGHT AND AIR:

- i. Each building shall maintain setbacks from property lines on all sides, with as much direct access to yards as possible.

#### 8: ACCESSORY DWELLINGS:

- i. Any lot deeper than 120 feet and with an alley is eligible for one or two accessory dwellings, as limited by available parking off the alley, with a footprint of no more than 650 square feet.
- ii. On a lot with an alley, all pedestrian and vehicular access to the accessory dwelling may be taken from the alley.
- iii. One parking space shall be provided for each accessory dwelling in addition to the parking required for the primary units.
- iv. Each accessory dwelling shall be provided a private patio, balcony, or deck of at least 150 square feet.

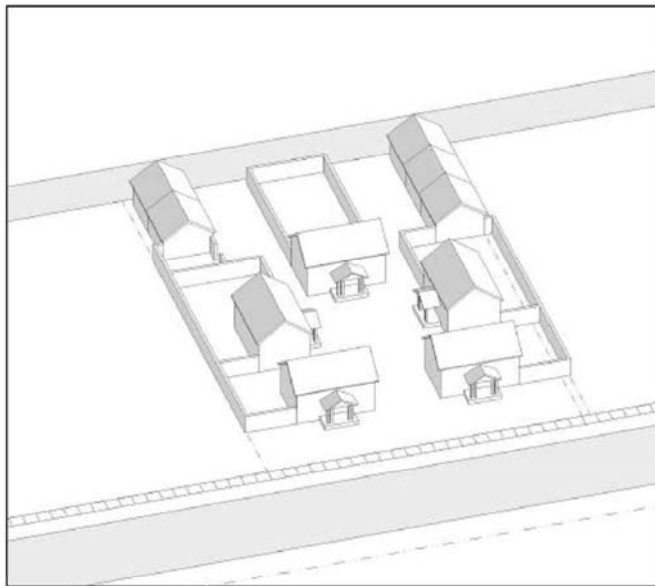


## ARCHITECTURAL TYPES

### BUNGALOW COURT

Four or more detached houses arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street.

Each Bungalow Court should be designed to comply with the following standards, and should be placed as transitional housing from Main Street to lower intensity residential neighborhoods. The average residential density for a Bungalow Court is approximately 14.5 dwelling units per acre.





#### 1: ACCESS:

- i. Entrances to dwellings shall be directly from the front yard or from the courtyard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services may be accessed from the side street.

#### 2: PARKING:

- i. Required parking shall be in garages, which may contain up to four cars.
- ii. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.
- iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.



#### 3: OPEN SPACE:

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. A central courtyard shall comprise at least 15% of the lot area. See Courtyard Types.
- iii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet, which may be located in a side yard, the rear yard, or the courtyard.
- iv. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.
- v. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

#### 4: LANDSCAPE:

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. Side yard trees may be placed to protect the privacy of neighbors.
- iii. At least one large tree shall be provided in each rear yard for shade and privacy.



#### 5: FRONTAGE:

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types, and may encroach into the courtyard.
- iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

#### 6: BUILDING SIZE AND MASSING:

- i. Buildings shall be composed of one and/or two story volumes and massed as houses.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- iii. Buildings on corner lots shall be vii. Dwellings within the buildings may be flats and/or townhouses.
- iv. Attic space may be occupied and not count as a story.

#### 7: EXPOSURE TO LIGHT AND AIR:

- i. Each building shall maintain setbacks from property lines on all

sides, with as much direct access to yards as possible.

#### 8: EXPOSURE TO LIGHT AND AIR:

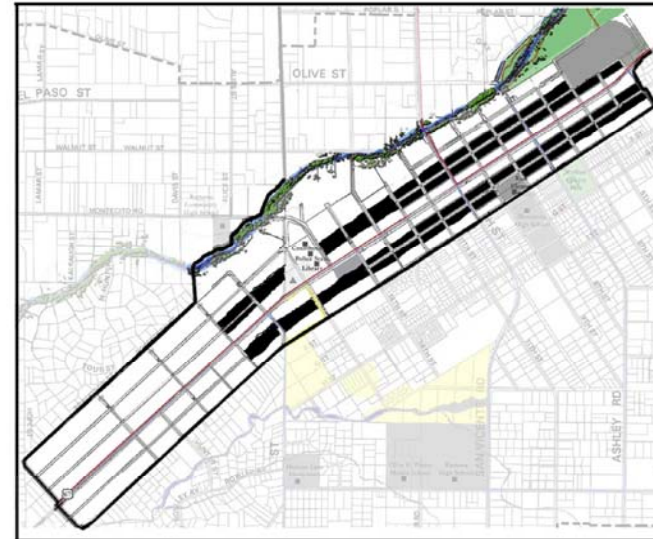
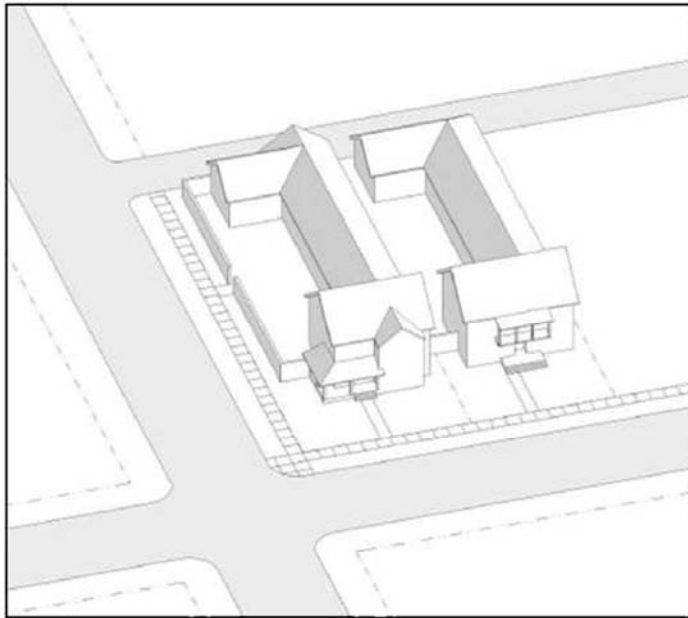
- i. Any lot deeper than 150 feet and with an alley is eligible for one or two accessory dwellings, as limited by available parking off the alley, with a footprint of no more than 650 square feet.
- ii. On a lot with an alley, all pedestrian and vehicular access to the accessory dwelling may be taken from the alley.
- iii. One parking space shall be provided for each accessory dwelling in addition to the parking required for the primary units.
- iv. Each accessory dwelling shall be provided a private patio, balcony, or deck of at least 150 square feet.

## ARCHITECTURAL TYPES

### SIDE YARD HOUSING

A building or a group of buildings containing one or more dwelling units, that are arranged on the site in a row with the first unit near the front of the lot and the last unit near the rear of the lot, and with the primary entrance of each unit from a walkway parallel to and along one side of the lot. The first unit in the row may also take its access from the fronting street sidewalk.

Each Sideyard Housing project should be designed to comply with the following standards. These are medium intensity housing types, and average a residential density between 7.5 to 14.5 dwelling units per acre.





**1: ACCESS:**

- i. Entrances to dwellings shall be directly from the front yard or active side yard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services may be accessed from the side street.

**2: PARKING:**

- i. Required parking shall be in garages, which may contain up to four cars.
- ii. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.
- iii. Where an alley is present, services,



including all utility access and above ground equipment and trash container areas shall be located on the alley.

- iv. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

**3: OPEN SPACE:**

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. The active side yard shall include a garden or court at least 20 feet wide, with major ground floor rooms opening to it with large windows and, where possible, doors.
- iii. When located in an active side yard, a driveway shall be integrated into the design of the yard.
- iv. The inactive side yard may be built with or without a fence at the property line. If built without a fence, win-



- dows in that side of the building shall be at least 6 feet above the grade of the yard, providing light and ventilation while ensuring privacy.
- v. Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard.

**4: LANDSCAPE:**

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. Side yard trees may be placed to protect the privacy of neighbors.
- iii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iv. Driveways in active side yards shall have pavement that contributes to the livability of the space and/or be separated from yard with low walls or hedges.

**5: FRONTAGE:**

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to each ground floor dwelling are required. Porches, dooryards and stoops are preferred types.
- iii. See the requirements of the applica-

ble zone for allowed encroachments into required setbacks.

**6: BUILDING SIZE AND MASSING:**

- i. Buildings shall be massed to the street as large houses of primarily two story volumes, and to the side yards as one-and two-story masses at the scale of houses.
- ii. The building elevation abutting an inactive side yard shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- iii. Buildings on corner lots shall be designed with two front facades.
- iv. Dwellings within the buildings may be flats and/or townhouses.

**7: EXPOSURE TO LIGHT AND AIR:**

- i. Each building shall maintain setbacks from property lines on all sides, with as much direct access to yards as possible.



## **APPENDIX 2 - GLOSSARY**

These Definitions were edited from The City Design Glossary compiled by the Mayor's Institute on City Design in cooperation with the National Trust for Historic Preservation; Ramona-specific references have been added.

**Accessible** – Public spaces, building, and facilities that accommodate people with special needs or disabilities.

**Accessory Use** – A use incidental to, and on the same lot as, a principle use, such as a detached garage apartment on a residential lot.

**Adaptive Use** – Conversion of a building into a use other than that for which it was designed, such as changing a warehouse into gallery space or housing.

**Amenity** – Design features, which are valued by the users of a building or public space. Examples of amenities include: good architecture, open space, landscaping, seating, and public art.

**Americans with Disabilities Act of 1990 (ADA)** – The federal law that requires public buildings and facilities, including transportation facilities, to be accessible to persons with disabilities.

**Average Daily Trips (ADT)** – The average numbers of vehicles passing a fixed point in a 24 hour period. A conventional measurement of traffic volume.

**Axis** – A real or imaginary straight line around which the parts of a structure or space are symmetrically or evenly arranged or composed.

**Bikeway** – A facility intended to accommodate bicycle travel for recreational or commuting purposes.

**Build-to-Line** – A zoning device that controls the location of buildings to create consistent streetwalls or define public spaces. Unlike a setback, which establishes a minimum distance from a property line or street, a build-to-line establishes the maximum permitted setback or exact location of a building façade.

**Build Out** – The maximum allowable area as stipulated by land use controls like zoning or a building cap.

**Bulk** – (see mass)

**Charrette** – A French term used to describe an intensive, collaborative design exercise that generates ideas for a project or plan.

**Circulation** – Movement patterns of pedestrians and vehicular traffic.

**Collaboration** – A team effort with contribution from professionals in different fields, such as architects, landscape architects, engineers, artists and other interested parties.

**Colonnade** – A linked row of columns providing shade and protected passage.

**Colonnade, Historic** - In Ramona, the “Historic Colonnade” refers to the large stand of Eucalyptus that line Main Street.

**Compatibility** – The characteristic of different designs that allow them to be located near each other in harmony, such as scale, height, materials, fenestration, etc.

**Cornice** – The top of a wall or building element made evident by an assembly of projecting moldings which strike a definitive limit to that section of the building.

**Density** – A measurement of the number of units, e.g. housing or persons per acre, which may indicate the level of activity in an area (see illustration in Section III).

**Design Guidelines** – A tool that defines appropriate architectural and urban design responses in specific areas of a city. Design guidelines have been used as the basis for the review of development proposals in historic areas, special districts, and planned unit development.

**Directional Emphasis** – Refers to a predominant emphasis of the building, either horizontal or vertical. Recognizing this aspect of design is especially important when designing additions to historic buildings or when planning a new development in a historic district.

**District** – An area that has a distinct character or purpose, such as an area with predominantly historic buildings, arts facilities, ethnic residents, or unique topography.



**Easement** – A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, sensitive natural resources, views, building facades, or interiors.

**Edges** – Delineation of districts or areas, which could be physical in nature (e.g. freeways or greenbelts) or psychological (e.g. major streets joining residential and commercial districts). Hard edges create a break between areas. Freeways and busy thoroughfares are generally disruptive hard edges, which create a physical or psychological barrier. Soft edges create a subtle break or transition between areas or uses and, unlike hard edges, are not particularly difficult to cross. For instance, a plaza, park or a non-offensive change in land use is considered a soft edge.

**Elevation** – A two-dimensional drawing that illustrates the vertical plane of an object or building. A drawing of a building's façade is an elevation. (see architectural drawings)

**Eminent Domain** – The authority of the government to acquire private property for public use for which the owner must receive "just compensation." The redevelopment authority is empowered with eminent domain to acquire parcels of land for economic development purposes, infrastructure improvements, and other purposes deemed in the public interest.

**Extended Use** – Any process that increases the useful life of an old building, e.g. adaptive use or continued use.

**Façade** – The exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

**FAR (Floor Area Ratio)** – A formula for determining permitted building volume as a multiple of the area of the lot. The FAR is determined by dividing the gross floor area of buildings on a lot by the area of the lot. For example, a FAR of 6 on a 5,000 square foot lot would allow a building with a gross area of 30,000 square feet.

**Fenestration** – Design elements of the exterior (architectural) window treatments such as pattern, rhythm and ornamentation.

**Form-Based Code** - A new and useful implementation measure, emphasizing building forms over individual land uses, for achieving certain planning goals, such as walkable neighborhoods and mixed-use and transit-oriented development.

**Grid** – A traditional method of land subdivision, which results in the creation of square or rectangular blocks and public streets, that intersect at right angles.

**Historic District** – A geographically definable area with a significant concentration of building, structures, sites, spaces or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness or related historical and aesthetic associations. The significance of a district may be recognized through listing in a local, state or national landmarks register and may be protected legally through listing in a local, state or national landmarks register and may be protected legally through enactment of a local historic district ordinance administered by a historic district board or commission.

**Historic Structure** – For the purposes of the federal preservation tax incentives, any structure subject to depreciation as defined by the Internal Revenue Code that is listed individually in the *National Register of Historic Places* or located in a registered historic district and certified by the Secretary of the Interior as being of historical significance to the district.

**Infill** – Housing or other development in an urban area that is designed to fill a void left by vacant property, such as redevelopment land. Generally, the purpose of infill is to rejuvenate the surrounding area.

**Landmark** – 1) A structure or feature of historic, cultural or architectural significance (see Historic Structure) or 2) an object that is useful for orientation.

**Mapping** – Technique used for communicating information about the physical environment. Maps may represent physical features such as land and climate conditions or abstract concepts such as view corridors and pedestrian nodes.

**Mass** – A term used to describe the three dimensional form or bulk of a building.

**Node** – A hub of activity.

**Paseo** – A pathway set aside for walking.

**Paseo, The** – In Ramona “The Paseo” refers to the planning area along the Main Street corridor between 10<sup>th</sup> Street and 16<sup>th</sup> Street.

**Pediment** – The triangular face of a gable.

**Pocket Park** – A small park in an urban or neighborhood setting.

**Preservation** – Providing for the continued use of deteriorated old and historic buildings, sites, structures and objects. The means for preservation include restoration, rehabilitation and adaptive use. (See Historic Structure)

**Proportion** – The ratio or relative size of two or more dimensions. The term can be used to refer to the ratio of the width to the height of a door or window opening, or to the ratio of the width of a street to the height of adjacent buildings.

**Public Art** – Works of art that are located in public space. Public art may exist in a variety of forms, from freestanding sculpture to well-crafted street lights and benches.

**Reconstruction** – The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or a part thereof, as it appeared at a specific period of time.

**Rehabilitation** – (see Preservation)

**Renovation** – Modernization of an old or historic structure. Unlike restoration, renovation may not be consistent with the original design.

**Restoration** – (see Preservation)

**Rhythm and Pattern** – Relate to materials, styles, shapes and spacing of building elements and the buildings themselves. The predominance of one material or shape, and its patterns of recurrence, is characteristics of an area that need to be maintained.

**Scale** – The apparent size of a building, window or other element as perceived in relation to the size of a human being. Scale refers to the apparent size, not actual size, since it is always viewed in relationship to another building or element. For instance, simply changing the size of an element nearby, such as windows, doors, or other architectural details, may alter the scale of one element. These relationships contribute to the experience of a place as intimate, vast, and daunting, etc.

**Scenic Easement** – A restriction on the use of land or buildings to protect an important view or scenic corridor.

**Sense of Place** – The emotions and images associated with a location, based on its unique identity and other memorable qualities.

**Site Plan** – A plan prepared to scale, shown accurately and with complete dimensioning, the boundaries of a site and the location of all buildings, structures, uses, and principal site design features proposed for a specific area and parcel of land.

**Street Furniture** – Municipal equipment placed along streets, including light fixtures, fire hydrants, police and fire call boxes, trash receptacles, signs, benches, newspaper boxes, and kiosks.

**Streetscape** – The distinguishing character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, and forms of surrounding buildings.

**Streetwall** – The building frontage and façade that defines the public space edge of the sidewalk, streetscape, and street.

**Townscape** – The relationships among buildings, public spaces, and land forms that gives a town or area a distinct visual character or image.

**Traditional Neighborhood Development (TND)** – A compact, pedestrian-oriented development with a mix of uses, walkable, compact, convenient services, and well-defined public and private spaces.

**Transfer of Development Rights (TDR)** – A system of land development control wherein rights, or development units, are assigned to parcels of land based upon planning studies and density control factors. These rights are separable and may be transferred from properties in “sending” zones to properties in “receiving” zones; thus they are marketable. TDRs have been used to protect agricultural land and historic resources, and permit increased density in target areas.

**Transit-Oriented Development (TOD)** – Compact, mixed use development concentrated in an area to support an existing or proposed regional mass transit system. A TOD ordinance or zoning district aims to reduce car trips by facilitating pedestrian and transit access to jobs, housing, and services.

**Transparency** – Refers to the interaction between observer and an activity in an environment. It allows the observer to “read” what is happening inside a structure or in another area. For example, a commercial building is considered transparent if the pedestrian can view the merchandise or interior activity from the street.

**Urban Fabric** – The physical material of a building, structure or city, connoting an interweaving of component parts.

**Vernacular** – Landscape, settlement patterns, and building types, which result from local or regional building traditions and conventions.

**View Corridor and View Shed** – Refers to the line or range of vision from an observation point to a viewpoint, often used in determining the extent of *scenic easements*.

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Prepared for the Ramona Village Design Committee

&

The County of San Diego  
Department of Planning and Land Use

By  
The Stepner Design Group  
San Diego, CA

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